

# Winds Aloft



EAA CHAPTER 790

P.O. BOX 1206 BARRINGTON, IL 60011

WWW.EAA790.ORG

## UPDATE ON MY WHEELER PROJECT

by Jeff Dingbaum



Purchasing my kit secondhand in January of 2000, I've made progress since then, albeit sometimes slowly. I try not to let the building process take over our lives and sometimes it doesn't get worked on. Such is the case now, I've done almost nothing on it since Aubrey was born January 4th. I'm looking at starting again after the boys football season ends in early November.

For those of you that are not familiar with the Wheeler Express, it is a four-place, fixed gear, composite low wing similar to the Lancair ES. I may be biased, but I think the lines are cleaner and prettier in the Express. The backseat of the Express is also much larger with leg room for the tallest people. Speed averages between 160-180 knots at cruise depending on weight and engine. Construction is with E-glass and Derakane vinyl ester resin. There is no factory support - the last company went under a year ago.... or was it two? *(Continued on page 4)*

## CHAPTER AUCTION NETS BIG FUN

by Mike Perkins

Having a T-28 fuselage as a backdrop to our chapter auction put a different twist on matters; it was a hard audience. Held at the restoration location of this twelve thousand pound, 1425 horsepower beast, the auction items were composed of some hard-core flying hardware, like an overhead lighting panel for a large military transport aircraft, a Cessna clock, and a complete, stainless steel fondue set. Ron Liebmann took on auctioneer hawking duties while Mike Perkins played the Vanna White role with the merchandise. A Marilyn Monroe clock sold quickly, but a telephone answering machine had no bids. The nine-cylinder, dual-speed supercharged T-28 engine was priced at \$50,000, complete with hoist ring, but it had no bids either. It was a tough crowd. There was one bid that started about five times over the minimum bid, an obvious attempt at generating some cash for the cause. Many of the items that were brought by our members were total donations to the chapter - the auction netted \$154 to the kitty. The pre-auction pot-luck dinner consisting of excellent chili recipes, salsas, and cakes was accompanied with a lot of aluminum-knocking. Although some of the T-28 parts were not recognizable, all of the *(Continued on page 4)*

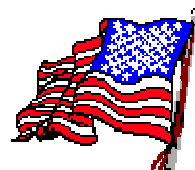


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## President's Message



Well this year is quickly coming to a close. We have an outstanding Celebrity Speaker for the November Meeting, Dr. David Kolbaba. Dr Kolbaba host's a Saturday morning program on WIND, 560 at 11:00 AM. On Health Quest. He also has been a forum speaker at Airventure. Dr. Kolbaba is a pilot who hangs his Maule at the Landings in Huntley. I am sure you will enjoy his presentation.

We also have election of officers for the next two year term. Ole will present the nominees. December will be hosted by our Christmas Get together and that will wrap up the General Meeting agenda for 2006. Wow!

For the winter season Ole will be setting up workshops for member attendance. The board decided the Spring and Summer season is so busy with everyone's personal schedule that the winter months

would be better for workshops and other go-to functions.

Speaking of builder workshops, Phil Bohn and company is hosting an open house at his hangar at the Schaumburg Airport to see his progress on a Murphy Moose. This is a hauling machine and the wing is fashioned after the DeHaviland Beaver.

Thanks to Ron Liebmann for hosting the Auction at the new Restoration Shop and business "War Birds Restoration" in Crystal Lake. Everyone enjoyed themselves, despite the light turn out of stuff to auction. There was plenty of Chili to sample. The "War birds Restoration" facility is all set up for building wiring harnesses for T-28's. So pass the word.

A hangar dance sponsored by Chapter 1414 is being held on January 20<sup>th</sup> in Ken Kresmery's hangars at Poplar Grove. (Someone stole my idea). Ken will be selling tickets at the November meeting. They are \$10 in advance (inexpensive, eh?) which includes a K rations menu.

See you at the November 28<sup>th</sup> meeting and take someone flying.

*Tom*

## The Safety Corner



*by Ole Sindberg*

The Kitplanes December issue has two articles of significant interest in my opinion. First the article on page 83 about the DeltaHawk Diesel engine – with a paragraph about our own Dean May and his experience with this company.

The other is called Power Principle, and it is on page 20. It is about figuring power and fuel consumption. I don't quite agree with the author about his claim that "fuel flow has so little effect on horsepower that we can leave it completely out of the equation" (when operating on the rich side of peak). I have – for years – been using the formula of fuel flow (in US gallons) x 12 = horsepower. This works very nicely for cruise

power settings with mixture set to a typical "Rich of Peak" setting. If you are conscientious about leaning you can use a factor of 13 (instead of 12).

When operating "Lean of Peak" EGT, the article is right on – as long as the engine is running smoothly – and not leaned to the point where it running even slightly rough. If that is the case, one or more cylinders are too lean to fully burn the fuel/air mixture. The result is reduced horsepower output and you are actually wasting fuel. For "Lean of Peak" EGT with a typical air-cooled engine with app. 8.5:1 compression ratio the factor is 14.9 (15 for a nice round number). Be sure to limit the power setting to something less than 75% - preferably 65% or less.

Keep the blue side up.





*(Update On My Wheeler Project continued from page 1)*

Even though there is no factory support there is a web site with a chat forum that has some excellent builder



advice. Still, it is slow going building without help.

Here is the update. The lower fuselage is almost ready for mating to the top half. All of the seat supports, rails, shear web carry-thrus are all in. The control sticks and hardware are installed. The firewall is done and the rudder pedal structure is all there. I'll put the pedals in later, along with the brake cylinders. All that really needs to be done before the top goes on is to put the holes in the sides where the spar carry-thru is located and to trim both halves of the fuselage to fit the other.



It won't mate the fuselage until the wings are closed out, though. Other builders have assured me that it's much easier to do wing fittings into the lower fuselage if the top is not on. It makes it much easier to see everything from a top view. It is tempting to put on the top now, though.

The wings are at equal build stages. Most of the wing ribs are installed. There are dual fuel tanks in each wing, each tank with its own, expensive locking fuel

*(Continued on page 5)*

*(Chapter Auction Nets Big Fun continued from page 1)*



food was.

Glen Brisson, Ron Liebmann, and Steve Kulovsek are partners in the T-28 project. It's in excellent shape. However the restoration will take many thousands of hours. It's being taken down to bare-metal by master metal-stripper Ron. Master systems guy Glen has charge of the electrics and the hydraulics. Designed as a post-war trainer for gonnabe jet pilots, the aircraft systems are quite complex. For example, the eight-foot-long canopy has seven locking positions and is controlled by an electro-hydraulic system, just the tip of the iceberg. Other than being up-



dated with a modern radio stack, all the flight systems that were present in 1955 when this aircraft was built will be restored and reinstalled. This particular aircraft saw no fighting time, but other T-28s were used in Vietnam for ground support. There are a total of six hardpoints on the wings, two of which are dedicated to 50-caliber machine guns. The other four can be a combination of 500-pound bombs and rocket pods.

All of our chapter auctions have been lively affairs, but this one was different. It oscillated from low-key, hard-core bidding to cheering excitement as members bid high just for the fun of it.

*(Article photos: Tom LeGates)*



*(Update On My Wheeler Project continued from page 4)*

cap. I installed 3" caps in case I wanted to use a diesel engine such as the DeltaHawk Diesel. Likewise, the fuel system in each wing is completed with a return line for use with that or a Continental engine, although it can be capped off for use with a Lycoming. I've installed Vision Microsystems capacitance fuel probes for fuel measurement.

The wing is built upside down. The top skin is sitting in jigs with the top side down. The wing spar was pre-attached at the factory. I'm currently fitting the bottom skin to the wing ribs and top skin. The next step will be adding strips to each rib to aid in a good squish bond at wing closeout.

Lastly, the aileron push/pull tubes and mechanisms are installed, as are the electrical conduits to each wingtip.

Projected first flight is a Tuesday!

*(Article photos: Jeff Dingbaum)*



## Overheard

*Ole Sindberg sent us these original items actually overheard on the air during his own experience. Ole writes to us:*

This first one was heard about 25 years ago somewhere around Iowa City.

*Chicago Center:* Continental 123, can you increase your rate of descent?

*Continental 123:* We are doing the best we can – we're coming down like a suitcase full of sash weights.

The second one was overheard Oct. 2 as I was returning home from a trip to London, Ontario. I had cleared customs in St. Claire, but had to go quite a ways to the north-west to get around a line of thunderstorms.

*Minneapolis Center:* Lear 123, you are cleared to Gaylord Regional airport as filed, descend and maintain 4000', radar services terminated, report Carga intersection.

*Lear 123:* Roger. Cleared to Gaylord as filed, descend and maintain 4000'. What do you mean "Radar Services terminated."

*Center:* It means that Radar Services are terminated – we don't have radar coverage in your area and altitude, report Carga.

*Lear 123:* What are you talking about – no Radar Services – I never heard of such a thing.

*Center:* I say again, we have no radar coverage in this area – report Carga intersection.

*Lear 123:* OK – roger – report Carga – leaving 14,000.

One has to assume that flying a Lear, this pilot would have an instrument rating – apparently he was not listening the day they covered IFR flying in areas without radar. (And not minding showing his professional ignorance)



### Blown in From the Winds Aloft

The First Annual Havana Fly-In netted 35 fly-in airplanes October 14, says chapter 1420 president Mike Perkins. The **furthest inbound flight** was 128 miles. The oldest pilot, actually there were two tied for this distinction, were 79. The **youngest pilot** was 25. The oldest aircraft was a **1940 Piper Cub**. The most of one type represented was the Kitfox, at five. The wind was 15 with a temperature of 33 in the early morning, discouraging at least 12 ultralight pilots from attending.

The FAA has updated its online course, "**A Pilot's Guide to Ground Icing.**" The presentation can be found on the web at <http://aircrafticing.grc.nasa.gov/courses.html>. This time of year, it might be a good use of time to peek into this.

Due to time constraints caused by the Thanksgiving holiday, the Board Meeting minutes from November 7 will be distributed via email at a later date.

**Next Meetings:** General meeting at the **Barrington Library**, 11/28 at 6:30. Speakers will be Dr Kolbaba and Bob O'Quinn; **Board meeting** at the home of Nancy & Larry Blazyk, 12/5 at 7:30



Contact Rob Skalany for information or suggestions regarding Young Eagle Rallies. **Phone: (815) 459-6027**  
**Email: [bbbh2o@ameritech.net](mailto:bbbh2o@ameritech.net)**



## EDITORIAL

**I**n the spirit of helping our members educate the general public during the natural course of conversations about the danger of little airplanes, we've reprinted an article by AOPA president Phil Boyer written shortly after the Cirrus accident in New York involving pitcher Cory Lidle and a statement from the EAA. – Editor

### Enough is Enough

by Phil Boyer  
President AOPA

Mayor Daley's latest rants have sent me over the edge. He used the accident in New York to once again demand a no-fly zone over downtown Chicago for general aviation aircraft.



It was expected, of course. He has an irrational hatred for piston-engine aircraft, as evidenced by his illogical tirade this week. "They should not jeopardize, through intentionally or by accident, a single- or two-engine plane flying over our city [sic]," the

Meigs Field destroyer exploded at a press conference. (I don't think he was including Boeing 737s, 757s, and 767s in his list of twin-engine aircraft.) "Remember: a single or two-engine plane can kill as many people as possible if they want to."

And if it were just Daley, I'd ignore his ravings, just as the folks in the federal government in charge of security and airspace do.

But it's not just him. Other politicians (with the spectacular and notable exception of New York City Mayor Michael Bloomberg) and self-appointed "experts" are jumping on the tragic accident — repeat, accident — in New York to sound off again about the "danger" of light aircraft, and how they must be regulated, restricted, banned.

OK, for all of those ranting about "threats" from GA aircraft, we'll believe that you're really serious about controlling "threats" when you call for:

- Banning all vans within cities. A small panel van was used in the first World Trade Center attack. The bomb, which weighed 1,500 pounds, killed six and injured 1,042.
- Banning all box trucks from cities. Timothy McVeigh's rented Ryder truck carried a 5,000-pound bomb that killed 168 in Oklahoma City.
- Banning all semi-trailer trucks. They can carry bombs weighing more than 50,000 pounds.
- Banning newspapers on subways. That's how the terrorists hid packages of sarin nerve gas in the Tokyo subway system. They killed 12.
- Banning backpacks on all buses and subways. That's how the terrorists got the bombs into the London subway system. They killed 52.
- Banning all cell phones on trains. That's how they detonated the bombs in backpacks placed on commuter trains in Madrid. They killed 191.
- Banning all small pleasure boats on public waterways. That's how terrorists attacked the *USS Cole*, killing 17.
- Banning all heavy or bulky clothing in all public places. That's how suicide bombers hide their murderous charges. Thousands killed.

Number of people killed by a terrorist attack using a GA aircraft? Zero.

Number of people injured by a terrorist attack using a GA aircraft? Zero.

Property damage from a terrorist attack using a GA aircraft? None.

So Mr. Mayor (and Mr. Governor, Ms. Senator, Mr. Congressman, and Mr. "Expert"), if you're truly serious about "protecting" the public, advocate all of the bans I've listed above. Using the "logic" you apply to general aviation aircraft, you're forced to conclude that newspapers, winter coats, cell phones, backpacks, trucks, and boats all pose much greater risks to the public.

So be consistent in your logic. If you are dead set on restricting a personal transportation system that carries more passengers than any single airline, reaches more American cities than all the airlines combined, provides employment for 1.3 million American citizens and \$160 billion in business "to protect the public," then restrict or control every other transportation sys-

*(Continued on page 7)*

*(Editorial continued from page 6)*

tem that the terrorists have demonstrated they can use to kill.

If you're not willing to be consistent, then we might think that you're pandering to uninformed public fears, posturing from the soapbox of demagoguery, screaming security for your own political ends.

~ October 13, 2006 ~

EAA response:

Wednesday afternoon's airplane accident that claimed the life of New York Yankees pitcher Cory Lidle is an "unmistakable tragedy for everyone involved" according to EAA's president, but is not an event that should change the way people safely fly in and around our nation's major cities. "There have been calls by some politicians and media outlets for bans of general aviation in and around metropolitan areas," said EAA President Tom Poberezny. "This, however, makes no more sense than banning cars and trucks from roads after an automobile or semi-trailer accident."



## My Summer Vacation

*by Jeff Dingbaum*

I seem to remember hearing that the number of pilots in the world is only one half percent of the population. Whether that figure is accurate or not it can certainly be argued that the percentage of pilots to the general population is miniscule at best. That being said, my article could otherwise be described as "European pilots I met this summer".

My wife Vicki and I vacationed in Germany, Switzerland, and Austria last summer (2005). After a week of sightseeing the Rhine and Mosel river valleys, Rothenburg, and the Black Forest we drove to Switzerland. Having nothing but plane tickets and a rental car, we were enjoying the freedom of going where we wanted when we felt like it.

We arrived in Interlaken and headed to the Lauterbrunnen valley, one of the most beautiful areas that I have ever seen. Not having a hotel room reserved we found one, but it was more expensive than we would have liked. We traveled up the valley a little further and found a one-bedroom apartment with kitchen in a very small town called Stechelberg, nicer than the hotel for

half the price. When we went to pay the bill the final morning I noticed that the owner had on an Air Glaciers t-shirt. It turns out that he was a helicopter pilot for the sightseeing company a kilometer down the valley and had flown Pipers in the distant past.

A day or two later we were in Fussen, Germany, on a Mike's Bikes tour to King Ludwig's Neuschwanstein castle. We biked, swam in Swan Lake, and had lunch at one of the Alps most popular hang gliding and parasailing locations. Brad, our South African guide was a private pilot that lived there doing tours so he could feed his less expensive soaring habit. I told him that if he ever made it to Oshkosh that he would have a spot in our camping area.

A few days later found us in Salzburg, Austria on the Sound of Music tour. After touring Salzburg and a drive into the remote lake region where we stopped at a nice little place for an afternoon desert and coffee, I was looking at some photos on the wall of a gentleman in front of a Piper Arrow. It was the owner of the restaurant that was in the middle of nowhere. He owned the Arrow and kept it in Salzburg.

People will say that the world is a smaller place today, but I was really amazed to meet these three pilots on our European summer vacation.



### **IT'S RENEWAL TIME AGAIN!**

The new year is almost here! It's time to pay our dues, so we don't miss out on any of the Chapter fun in 2007!

Dues are staying the same as 2006:

- \$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**

As in previous years, we will provide FREE official 2007 EAA calendars for those who renew early. The plane photos are outstanding as usual. The first 50 regular membership renewals at a membership meeting will receive the calendars. Also, if you don't have a name tag, it can be ordered at the same time. The cost is \$5 per tag. You may, of course, renew at any time via U.S. mail. (Sorry no calendars for student or out-of-state renewals either.)

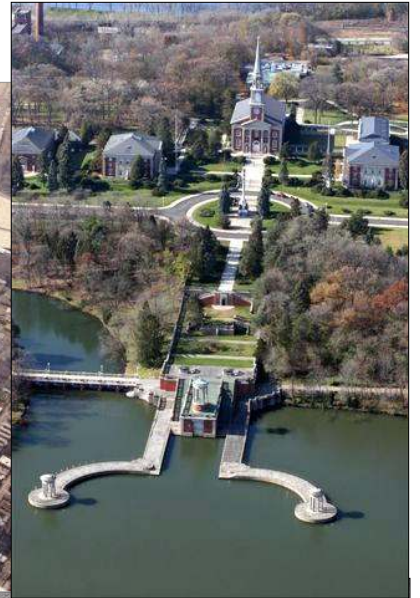
**Whether renewing in person at a meeting or via U.S. mail, please include the form on page 10. Filled out completely, it allows us to keep our Chapter records up-to-date and expedite delivery of your Newsletter each month.**

**THANKS**

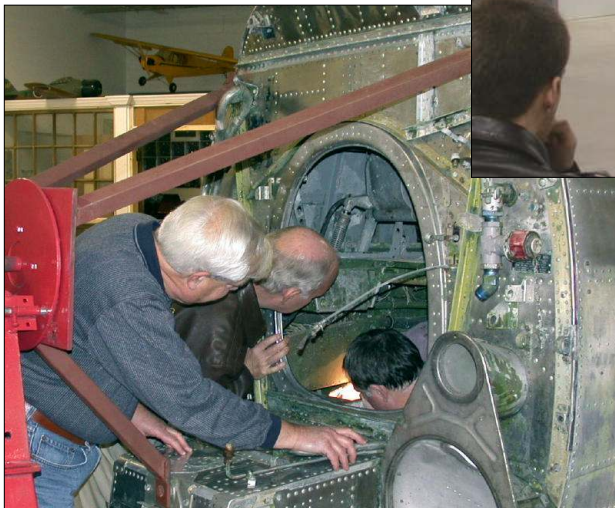


## Photo Gallery

Fall photos of the Chicago-Land area provided to us by Lee Hogan



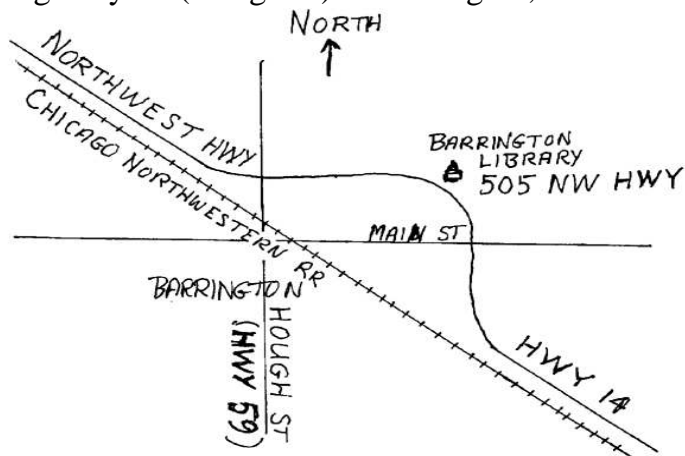
Additional photos by Tom LeGates taken at our October 24 auction meeting at the T-28 restoration workshop





## 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 6:30 with a social hour. The Library is located on Highway 14 between Main St/Lake Cook Rd., and Highway 59 (Hough St) in Barrington, Illinois.



## Calendar of Events

2006

November 28 (Tue) ... Members Meeting, Barrington Library, 6:30 social hour

\*December 5 (Tue).... Board Meeting, home of Nancy & Larry Blazyk, Crystal Lake, 7:30

\*December 26 (Tue).. Annual Christmas Party, Barrington Library, 6:30

\* Event added this month

### 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

### 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 & wing kit with plans & 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 & lights, flexible ducting, great for hanger or garage. \$300 or rent for 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 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 & mounting bracket. A good starter GPS at a very low cost. \$100. **Call Lon Danek 847 381-4286.**

**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 & extras. Superior workmanship throughout. **Contact Marv Jensen, (817) 573-9011 or email: [kmlancair4@aol.com](mailto:kmlancair4@aol.com).**

**For sale:** RV-4 empennage kit purchased May '04 & untouched except for assembling the horizontal stabilizer spar & ribs. All of the skins are untouched & are still wrapped in blue protective covering. Price if purchased from Van's is \$1,200 plus freight. Asking \$600 FOB Cary, IL. A very nicely constructed jig is included if you pick it up in Cary. **Contact Elaine Knoedler@sbglobal.net**

**For sale:** 1995 Subaru boxer, 4 cylinder, liquid cooled engine. Taken from car with 35K miles. Would need overhaul for airplane use. Engine located in Elgin at Ball St. & Ludeka Pl. Available for \$500 OBO. **Contact Mark Elliott @ 847 628-3922 days, 847 742-2857 evenings.**

**For Rent:** At Poplar Grove airport, an insulated newer T hangar. Heat & electric available. Rent is \$220 monthly. By owner, who has built another hangar attached to the home. **Call 815 979 8123 or 815 544 1751.**

### 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: [abbienair@sbcglobal.net](mailto:abbienair@sbcglobal.net)

