

Winds Aloft



EAA CHAPTER 790

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Light Sport Hunting Outcome

by Bill Laskey

N86FT arrived at Galt Airport on August 10. A bit later than the promised end of June date but unforeseen problems came up which took some time to solve. I had applied for the number 83 (my age) and Foxtrot Tango feeling that if I was going to “dance the clouds on laughter silvered wings” that I ought to have a couple of dance styles to do that. That number wasn’t available so now I will have to fly until I am at least 86 and hopefully more than that.



(Photo: Bill Laskey)

Bill with his new Flight Designs CTSW “cloud dancer”

The plane has the Rotax 912 engine installed which is an air/liquid engine; the liquid being for cooling the cylinder heads. It has a dual electronic capacitive discharge ignition and dual altitude compensating carburetors. Thus there is no need to depend on RPMS for spark and no mixture control is needed. With the three blade prop, it is a very quiet engine so I will accept no blame when neighbors call to complain about the noise level. On one preliminary training flight in February in a similar plane with two of us plus about 40 pounds of baggage we were doing 1400 FPM on climb out.

The panel is somewhat “glassy” with a Dynon EFIS and a Dynon EMS both of which will take some study and use to learn all the functions. There is also an auto pilot hooked up to a Garmin 396. As Richard Collins says: “Every pilot should be a weather junkie” I believe that to be true so I plan to subscribe to XM satellite radio which provides all sorts of weather information as well as a wide variety of radio stations and music. The latter will be mostly for my passenger since the intercom will allow separation so the pilot can concentrate on flying while the passenger can enjoy the entertainment of their choice. Personally as a musician, I find music to be distracting from flying duties although on a long trip with George doing his work I might indulge. The Becker com radio and transponder are a very nice unit, compact and easy to use.

I find the plane easy to fly although since there is a stick which is flown with the left hand and having done all my stick flying with the right hand this took a bit of getting used to. Lots of attention to rudder control is needed which will help me to develop my seat-of-the-pantsedness. However with the composite construction being very

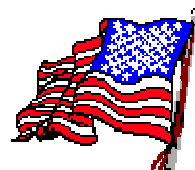
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President's Message



Summer is still with us with lots of good flying weather. As I write this the Stearman Fly-in is going on at Galesburg, IL. Which begs mentioning all the Aviation events we have within our geographic area. One only has to open up an

aviation magazine, newsletter or newspaper to see what aviation activities are taking place. As an example, the Rockford Air show takes place the weekend of Sept. 23rd, not to mention the many corn boils, pancake breakfasts or just hanger doors open come on in places.

A suggestion was made to include some of these events in our monthly newsletter. Those who are available for a specific event would notify another interested party to fly out to an event and take a friend, if space allows. A communication tool would be handy to get out the word, other than WOM, word of mouth, (don't you just love those acronyms).

We have two speakers for this month's meeting; Bob O'Quinn who will speak on his aircraft project and Jim Auman with an interesting discussion on the ins and outs of LSA. On Saturday Sept 30th, Bill Rose is opening up his airport for our annual 790 picnic, bring a dish. Ron, thanks once again for arranging this event.

The October meeting is our annual auction at the new workshop in Crystal Lake. Ron will be our host and auctioneer, so bring your stuff. If it's scratched, paint it; if is chipped it's antique (you get more money for that stuff).

A brief word on the Taylorcraft Project, the wings and fuselage are being painted and I understand it's a beaut!

We still are looking for a program chairman. Interested parties, please contact me.

So until the general meeting, keep the clean side up and the dirty side down; except for Dana, Lee, Ladi, Patty Wagstaff, Sean Tucker

Tom

September 5th EAA Chapter 790 Board Meeting Minutes

The meeting was called to order by Tom LeGates at Pilot Pete's Restaurant. Lon Danek, Nancy Blazyk, Ron Liebmann, Glen Brisson, and Mike Perkins were present.

1. There was some discussion about the social hour (6:30-7:30) before the last general meeting. The general consensus was that it went very well. We will try to set the meeting end time just before 9pm, so we can get people out of the meeting room about 9:15.
2. Bob O'Quinn will speak at the September general meeting. Jim Auman will also talk about Light Sport Aircraft.
3. The October meeting will be at the new Crystal Lake restoration shop at the corner of Northwest Highway and 31. This meeting will be the annual auction, benefiting the chapter. Bring your own chairs and fold out tables. We will be having a Chili/Soup Cook-Off.
4. Rose's picnic may be on September 30th. The date needs to be confirmed. Bring your own meat to grill,

dish-to-pass and chair. A grill will be provided. People may start aviating in about 10am. We will plan to eat around noon.

5. September 16 is the next Young Eagle Rally.
6. September 24 is Schaumburg Aviation Day.
7. October 14 is a Young Eagle Rally and The First Annual Havana Illinois Fly-In. Food will be served between 11 and 2pm at Havana airport.
8. There was some discussion about changing the Banquet to January. We need someone to take over the responsibility to set it up, etc. If anyone is interested please let a board member know.
9. We need some members to volunteer for the Scholarship Committee and the Program Committee. We also need to form a Nominating Committee, soon.

The meeting was adjourned at 9:10 pm.

Submitted:
Nancy Blazyk, Secretary



(Light Sport Hunting Outcome continued from page 1) smooth, the plane is very reluctant to land. You are supposed to come over the fence at 50 knots and I found that difficult to achieve. After several go-arounds and the consideration of carrying a boat anchor to toss out on final, I managed a few decent landings. More work will be needed in that area. The sixteen knot crosswind component needs to be strictly adhered to. Anything more than that and you find somewhere else to land. The plane has three axis trim controls. So far I have found that the aileron and rudder trim controls are pretty much set and forget with the stabilator trim being given the most attention.

Getting insurance was an interesting experience. AOPA does not insure this particular plane and perhaps no LSA. I was very disappointed with Falcon who is tied in with EAA. It took several phone calls to get an agent to respond and when the information was given, there didn't seem to be any enthusiasm or interest. I did not hear from them with a quote. Two independent agencies gave quotes that were four hundred dollars higher than Avemco my previous insurer, so I re-upped with them. The BRS parachute installation cuts no ice with insurance companies since while it does save the passengers, the plane is usually totaled so no special discount is given. The use of that system deserves thought and consideration and any passenger needs to be given instruction on the underlying philosophy and the avoidance of any accidental deployment.

The dealers were very helpful in this transaction. Since I was not able to get to Minneapolis for currency training they twice flew a similar plane to my area for some currency training. Then when they delivered the plane they made sure Nick Pate CFII at Galt was current in the plane so my five required hours for insurance purposes could be finished. Of course, I plan to attend to that ASAP.

I am immensely pleased with the plane. It's great to own a brand new aircraft. If there is anyone interested in seeing and perhaps flying in the plane if they will contact me I will be glad to oblige.



First Young Eagle Flight

by *Bennett Gray*



It was on May fourteenth in the year of 2002 that I received my first ride in a non-commercial aircraft. I got to experience the thrill of flight in Mr. Ole Sindberg's Prescott Pusher. From that day forward I was hooked, I knew I wanted to be a pilot. For the next several years I studied all kinds of aviation books during school and in my free time until I was able to start my training.

It was on another warm, sunny Young Eagles rally day in the summer of 2003 that I met my soon to be flight instructor Dana Holladay. I do not think I would have my pilot's license today if it weren't for Mr. Holladay who in my opinion is an excellent instructor and one of the best pilots I've had the opportunity to fly with. Dana gave me many breaks in my flight training because of the obvious associated costs and taught me many valuable things that helped make me a more confident and overall better pilot. I cannot leave out the great advice that I received from many chapter members who really helped me and got me involved with aviation. With everyone's efforts I was able to solo on the day of my sixteenth birthday and received my license two weeks after my seventeenth birthday.

I had always told myself that when I got my license I would love to give back to the Young Eagles program to get young kids involved in aviation, as the program had done for me. On July fifteenth, 2006 I gave my first Young Eagles ride. Not only was this my first Young Eagles ride but it was also the first time my passengers had ever been on any sort of aircraft and it was an absolute blast, I'm sure they would agree. The flight was a brief thirty minute ride and upon returning everyone had a huge grin on their face. Mine was because I was so happy to see young kids so excited about aviation and that I could have given them that experience. There are certain things you just never forget in life, for me some of those best memories will be with Chapter 790 starting my flying career and being a part of the Young Eagles program.



(Photos: Jay Friddell)



Letters



Hi Ron! Remember me?!?! It's been a long time since I've been to a 790 meeting! I was just writing to let you know that I might be coming back :)

I've been in North Dakota since I graduated. I'm working full time as an assistant manager of a Textbook Store. It's a great job and I'm learning a lot about managing. I also still flight instruct. I have one student each semester and I do UND check rides for private pilot and instrument students. I couldn't go a week without flying!

So, I've been waiting for an Air Traffic Control position for two years, and I finally got a letter this week! It looks like I will be going to Chicago Center - out of Aurora. It will probably be 6-8 months before I get there (Drug tests, psyc tests, medicals, background checks, and a 2-month school). I still read the chapter newsletters every time they come out. We don't have a very active EAA chapter here, so you guys don't know how lucky you are :)

Katie is based in Little Rock, Arkansas with her husband and is still with the Air Force. She said to say "hi" also.

I was down in Florida last week to visit my grandpa. He lost his medical and is now taking advantage of a sport pilot license and owns a Taylorcraft. I did a few landings with him and that little tail wheel can be tricky after flying Piper Warriors for so long!

I don't have Abby's e-mail and it wasn't on the newsletter, so if you see her, tell her I said hi.

Hope things are going great,

Chrissy Naber



Blown in From the Winds Aloft

At our **next meeting** at the Barrington Public Library, Jim Auman will speak to us about **Light Sport Aircraft**. This is your chance to learn about the revolution that's **sweeping** through general aviation. We will get an update from Rob Skalany on the **Young Eagles Day** September 16 at the meeting. Our own **Bob O'Quinn** will be talking about his beautiful **Cessna 120** at the meeting also.

The new **social hour** from 6:30 to 7:30 was a great success. In our new format, there's no break in the meeting, but people are encouraged to get up during the meeting for **refreshments** for a more informal atmosphere. The last meeting was attended lightly, which is normal for August. The meeting ended at 9 PM, giving our members the opportunity to go home or stay and talk outside in the beautiful weather. We hope to see more of you there for the very interesting September meeting!

Havana Airport (SW of Peoria) is having its first annual Fly-In October 14. There will be prizes and food will be served from 10 - 3. We hope those of you who aren't involved in the YE Day can come visit and see what all Chapter 1420 has done at "**the little airport that could.**" The 09/27 runway is 2235 feet of Illinois' finest, most level and smooth sod.

The **Rose Picnic** is tentatively set for September 30. Bring your own meat to cook on the grill, maybe a dish to pass, and a chair to sit on. **Entertainment** will be provided by our chapter pilots landing their aircraft.

And don't forget, our **October** meeting will be our annual **Auction and Chili cook-off**. We will be at the new restoration shop in **Crystal Lake**, directions can be found on page 7 of this newsletter. Last year we had many, many items that brought in money for our chapter, so now's the time to start that search of the basement or garage for **this year's treasures**. And if you feel inclined, bring along a sample of **your favorite chili recipe**, for we will certainly have many hungry mouths to feed at this event.



The Safety Corner



Night Gremlins

by Mike Perkins

Recently a commercial airliner crashed on takeoff at night because it found itself on a short, unlit runway for day-only VFR General Aviation operations. All on board were killed, nearly 50 souls, save the first officer. A lot of things have to go wrong for something like that to happen. Let's examine some details.

First, there were two ATP pilots aboard. Second, the runway they used was on an entirely different heading than the runway they'd been cleared for, but the thresholds were near one another. However, the runways were marked per FAA standards and all airport equipment was functioning, meaning the runway and taxiway markers were lit. There was an operating control tower on field that had cleared them via radio to the intended runway and then cleared them for takeoff using correct phraseology. The runway they attempted take-off from did *not* have runway lights - it was a day-only runway.

What can contribute to such an accident? In the popular press, it was insinuated that the controller had not issued a warning that the pilots were using the wrong runway - the controller didn't notice the mistake the pilots had made until it was too late. Frankly, the controller should have been able to bury his or her head in a cup of Sanka after the aircraft was cleared for takeoff. It would be nice to be able to blame this accident on a broken bolt or other mechanical part, but the trail seems to lead back to the cockpit.

Night operations are different from day operations. For one thing, during the day, the shortness of the runway may have been visible from the takeoff position. Other than that, ATP flights are always under IFR operation. However, an unlighted runway at night is a strange thing, and this alone should have set off alarm bells in the pilots' minds, but apparently the connection was not made. But let's explore further.

There certainly was a discrepancy between runway heading (on the DG) and the runway number. Day or

night, it's always good to check the runway direction against the DG. But I've seen an awful lot of pilots set the DG while lined up on the takeoff runway to the runway heading just for reference. That's not to imply that this is what happened here - the checklist probably would have had them set the DG prior to taxi. But a brief crosscheck against runway heading and DG heading prior to departure would have set off alarm bells. Really, the best method is to set the DG with reference to the magnetic compass while at rest prior to taxiing. There's another problem with setting the DG to the runway heading - many runways are actually up to 10 degrees different than the actual magnetic heading. This leaves quite an error for subsequent flight navigation.

Then there are the usual killers named Cockpit Distraction and Complacency. Never could it be seen more clearly that familiarity breeds contempt. With runway markings being what they are, it's hard to imagine the crew not getting some clues from signage. For us GA pilots, the lesson here is properly understanding the airport marking signs. The FAA publishes an excellent, full-color airport marking study guide. Of course operations at night make runway markings even more important.

It might be learned that situational awareness is as important on the ground as in the air.

Be safe out there.



Calendar of Events

2006

*September 26 (Tue).....Chapter Meeting, Barrington Library

*September 30 (Sat).....Bill Rose Picnic & Fly-in, South Barrington

*October 3 (Tue).....Board Meeting, Schaumburg Airport

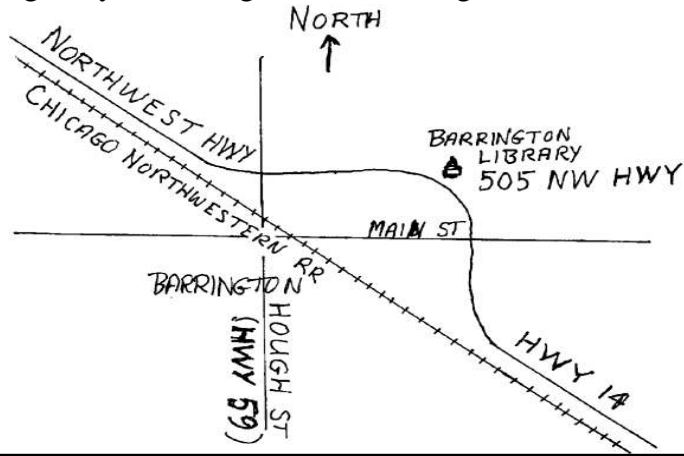
October 14 (Sat).....Young Eagles Rally, Lake In The Hills Airport

October 24 (Tue).....Annual Auction & Chili Cook-off, New Restoration Workshop, Crystal Lake

* Event added this month

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.



Directions to our October meeting

Just east of the Rt 31 & Rt 14 intersection is a Citgo Service Center on the north side of 14. Enter the station & follow the blacktop to your left, going back west around the oil change center where you can see the shop just north of where you are. It is a one story brown brick building with the parking lot on its east side. We are located in the shop with the 12 foot overhead door.



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 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: 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.**

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@sbcglobal.net**

For Sale: 1 year old end T hangar with loft & full bath overlooking runways at Poplar Grove airport (NE of Rockford, IL). Museum, RV's, Stearmans and Yaks flying--\$80,000. **Call (847) 372-9374**

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.**

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

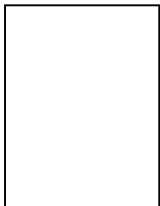
Pre-meeting Checklist

- ✓ **Name Tags**
- ✓ **Show-And-Tell Items**
- ✓ **Project Updates**
- ✓ **Article(s) For The Newsletter**
- ✓ **Program And Outing Ideas**

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

For our September meeting, at the Barrington Library, Jim Auman will speak to us about **Light Sport Aircraft**. This is your chance to learn about the revolution that's **sweeping** through general aviation. Also, our own **Bob O'Quinn** will be talking about his beautiful **Cessna 120**. Remember, our "social hour" begins at 6:30 and replaces the mid-meeting break, so come early and enjoy coffee and refreshments while you visit with other Chapter members. Hope to see you all there.



The Leader In Recreational Aviation

