

Winds Aloft



EAA CHAPTER 790

P.O. BOX 1206 BARRINGTON, IL 60011

WWW.EAA790.ORG

AirVenture Highlights

Ken Kresmary was presented a Major Achievement Award at AirVenture for his generosity and hard work with Chapter 790 and Chapter 1414. We all know Ken very well and know that his achievements speak for themselves. Congratulations to Ken!

In a different vein, Elton Eisele organized a 40 piece band to open the Theatre In The Woods program on Wednesday night. The performance was excellent, especially considering they had only had two practice sessions! As Nancy Eisele said: "I bet he was the only camper that packed a tux for Oshkosh!" Great job, Elton. We hope you make this an annual event.



Photos: Lon Danek



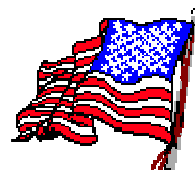
Photo: Nancy Eisele

AUGUST 2007

President's Message	3	Safety Corner	4	From The Winds Aloft	6
Board Meeting Minutes	3	Things I've Learned	5	Chapter Calendar.....	7



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President's Message

It's Time to Speak Out!



AirVenture 2007 is now in the history books. Chatting with some of the members, their input was we sure enjoy being at AirVenture. Others did not have such an enjoyable experience. Over the last several years the attitude toward chapter

members has been anything but pleasant from the AirVenture chairmen and HQ. This year was no exception. They have hit a rock bottom low of *F*.

Whatever happened to chapter grass roots HQ appreciation? I haven't seen it lately. Lot's of talk but no walk. If HQ is listening, a good benchmark on how to treat your chapters and its members would be the work

weekend process. Now that is a whole lot different than AirVenture at Camp Scholler and AirVenture volunteering.

The great thing about Chapter 790 is that they continue to contribute to the Air Venture volunteering corps. Each year though, one or two end up dropping off. Now if only HQ would recognize that and not make such statements as "We can't really grant you special consideration". Thanks for the back of your hand, HQ.

Any changes in the "wings"? If not, this writer will be voting with his feet at AirVenture 2008.

Tom

August 7th EAA Chapter 790 Board Meeting Minutes

EAA 790 Board meeting was held at the Schaumburg airport. The meeting began at 7:40. Attendees were Herb Gottelt, Tom LeGates, Ron Liebmann, Jim Pratt, Rob Skalany, Tom Solar and Jeff Wilson.

Jeff Swanson: The recent aviation accident which took the life of our Chapter member Jeff Swanson was discussed. Tom Solar will send a card on behalf of the Chapter.

Meeting Speakers: Speakers for our August meeting were discussed. Tom Solar had located a Rotax mechanic, however he resides too far away to conveniently make it to our meeting. Jeff Wilson suggested a program concerning the loss of the propeller on a Cozy, and Ron Liebmann suggested Chapter member Andy Meyer. Ron was able to confirm with Andy, so he will be speaking to us.

Finances: Tom Solar passed on a short report from treasurer Lon Danek. Basically our finances are in great shape.

Young Eagles: Rob Skalany reported that he is all set for the Chapter's second rally of the year, coming up on August 25th. Rob also indicated that he would not be chairing the Young Eagles position in 2008.

Rose Picnic: Tom Solar asked if we were going to have our picnic at Bill Rose house/airstrip again this year. Ron Liebmann said he would try to set it up for the 22nd of September.

Website: Jeff Wilson reported that the website had been updated to show our current events. He also discussed several ideas which he had picked up from attending the web editors workshop at AirVenture. One idea was to open a Flickr account for the Chapter that all members could access, to allow uploading and sharing of Chapter and aviation related photos. The other was to set up blog space for posting articles and event write-ups. The board approved the setup of the Flickr account. Jeff will handle this, and it will be linked to the website.

The meeting was adjourned at 8:45 p.m.

Submitted, Tom LeGates, Secretary



Safety Corner

Electricity Meets 100 Low-Lead

by Mike Perkins



We are all taught an emergency landing checklist procedure that includes “master switch off.” However, that may not turn off all of the airplane’s electricity, as we shall read about.

A young man named Trever happened by Havana’s little regional airport. Trever was ferrying a venerable, pedalless Ercoupe from Minnesota to Georgia. The summer buildups were threatening, but that’s not what caused him to drop by. While enroute five west of Havana, the engine became rough. The GPS said Havana was handy. He called the airport manager’s cell phone who then called me to see if I could give Trever a ride into town.

On the way to the motel, Trever told me he flies for a minor airline of a major airline, making a somewhat meager salary behind the yoke of a CRJ. He makes his real bacon from his ferrying business operated by he and his girlfriend. Trever said that most of his ferrying income comes from repossessions. The Ercoupe, however, was being ferried for its new, legitimate owner in Georgia. I was glad to learn that I was not aiding and abetting a repo man.

The next day I agreed to help Trever with getting him and the Ercoupe on their way. While we were draining suspect fuel, he told me about another Ercoupe he’d ferried to Florida for a new owner. The aircraft was pristine, but it suffered an accident shortly after it was delivered. On a night flight with the owner in command, it had clipped trees on short final 200 yards from the runway threshold. On impact with the ground, it burst into flames.

Looking at another Ercoupe accident reports on my own, I discovered a few more Ercoupe post-crash fires. In Cooperstown, New York, for example, an engine failure caused an off-airport forced landing. The pilot of a responding helicopter reported that while the field looked relatively level from the air, in fact it was hilly. Indeed the aircraft had impacted in a level attitude on a 15-degree upslope and had burst into flames.

In both accidents, the cockpit was largely intact. At the time Ercoupes were built, shoulder harnesses were not a requirement. But more importantly, there’s an-

other factor.

The engine has an electric starter with a mechanical engagement. To engage the starter, you pull hard on a dashboard knob which engages the electrical contactors on the starter. Because of this arrangement, one starter contactor, located on the starter itself, always has battery power applied to it.

Immediately aft of the starter is the metal fuselage fuel tank, a “header” tank. On impact, the engine moving rearward causes the starter to puncture the fuel tank. If the starter’s main battery terminal contacts the grounded fuel tank, which is likely, a conflagration occurs. Many Ercoupe fires only consume the engine compartment and the front section of the passenger compartment. The rest of the airplane remains unaffected.

The Ercoupe’s battery is behind the passenger seat. Oddly, the master switch is also behind the passenger’s seat, set above the battery on the turtle deck. However, like most master switches, this master switch does not cut off the battery power to the starter. Thus, the starter and the wire to the starter have power even when the master is turned off.

A simple solution exists. It’s in the form of a battery cutoff switch that should be located near the battery. Turning the cutoff switch “off” prior to an off-airport landing would prevent the starter or starter wire from igniting the fuel. The main idea is to put the switch on the positive battery terminal as close to the battery as possible.



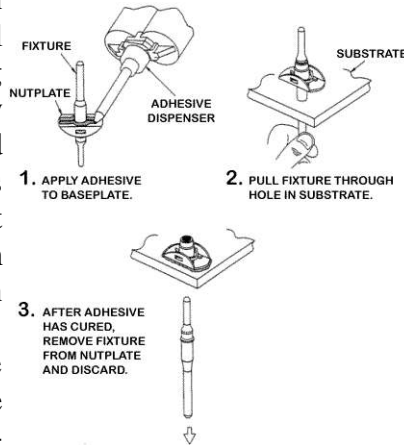
For those batteries that are inaccessible from the cockpit, the cutoff switch could be placed near the battery. Either a Bowden cable or shaft extension on the switch could be rigged up to operate the switch. A fancier solution would be to use a large relay, but not necessarily better.

I would conclude that if there’s a chance that battery power can contact any grounded metal in an otherwise survivable mishap, you might want to install a battery cutoff switch.



Things I've Learned Along The Way

If you're tired of installing nut plates with three tight-tolerance holes, I suggest you look into Click Bond nutplates. Only the screw hole needs to be drilled. Mounting is easy because they come with their own tool to hold them in place while the glue cures. The nutplate is glued in place with a special quick-set, very strong epoxy glue that they supply, which is good enough for Uncle Sam's airplanes. Their demo at AirVenture was enough to attract my attention for a very long time. They also have cable tie anchors which are amazingly easy to apply. You can reach them at www.theflightshop.com or 435-723-3469.



Somewhat off the subject here is a removal technique for dried latex paint from carpet. Denatured alcohol, paper towels, and patience is all it takes. The denatured alcohol will soften and liquefy the dried latex paint.

With enough scrubbing and repeated applications, the paint will almost disappear. The backing on the carpet may be softened by the denatured alcohol, so it's best to put it on a rag and then on the carpet. Denatured alcohol is naturally-distilled alcohol that's had the "nature" taken out of it by making it poison to drink. It can be found in hardware stores next to the MEK and paint thinners. Isopropyl alcohol will not work.



Tailfeathers

Overheard on Little Rock Airport's (KLIT) clearance delivery frequency:

King Air N1234: Little Rock clearance this is King Air N1234 with a request.

Clearance delivery: Go ahead.

King Air N1234: I have been trying to file a flight plan with Lockheed for more than 30 minutes. Could you take the info and file for me?

Clearance delivery: Sure, give me the info.

King Air N1234: [after the info was given] I never thought I would see the day when I would say the federal government was more efficient than the private sector. Thanks!

Courtesy - IFR Magazine

*The Taylorcraft Project Continues
- she looks more like a flyable airplane each day.*

Ron Liebmann reports she will be ready to fly shortly.



Photo: Ron Liebmann

Blown in From the Winds Aloft

Rocket Docket - New proposed amateur rocket rules may mean more TFRs. The FAA has issued a notice of proposed rulemaking that affects amateur rocket operations. Besides formalizing the existing practice of issuing NOTAMS for large-rocket launches, it could mean temporary flight restrictions. The full text is here: [Docket FAA 2007-27310](#) Comments can be made by writing to Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Avenue, SE, West Building Ground Floor, Room W12-140, Washington, DC 20590.

Annual 790 Rose Picnic - Ron Liebmann writes: Once again we are cleared for another 790 annual fly-in/drive-in picnic at Bill & Myrt's South Barrington airstrip. I asked Bill's secretary Joanne if we could have it on the 22nd of September and we were put on their calendar. As in the past I encourage those of us with airplanes to fly them in if the WX permits and the rest of us drive in. Three years ago the weather was so perfect that we had 23 planes make a showing. Let's try for that again this year. For those first timers to the picnic we start arriving around 10am with coals heating up by 11:30. This is a "dish to pass" picnic with each person bringing their own meats and bread/buns of choice. 790 provides the soda, ice, cups, mustard, and ketchup. We'll also provide the onions and tomatoes, paper towels and plastic-ware. You'll see a map and GPS coordinates in the next newsletter.

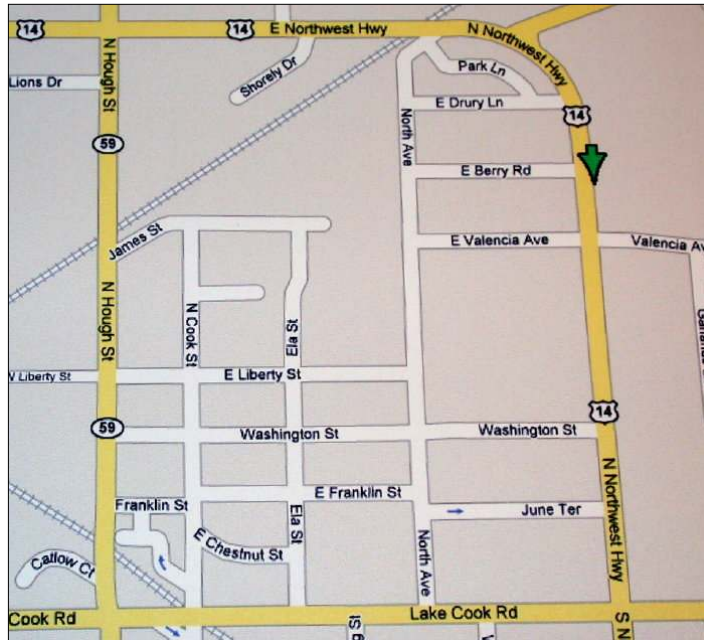
Directory Reminder - The 2007 updated directory is now available. Copies can be obtained at upcoming meetings, so drop on by and pick yours up. Or, if that will not be convenient for you, drop a note or give a call to Tom LeGates, and one will be sent to you via U. S. mail.



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

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.



Flight Reviews

BFR Special: Ole Sindberg is offering a Biennial Flight Review for any Chapter 790 member for \$50.00. Also available are flight instruction in single and multi-engine aircraft, helicopters, as well as high performance and complex airplane checkouts. Phone: (847) 639-5408.
Email: Oleeva@sbcglobal.net

FAA Wings Program



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

Phone: (815) 547-9574
Email: abbienair@sbcglobal.net

Tail-Wheel Endorsement

Bob O'Quinn, CFI, is offering tail-wheel checkout and endorsement in a Piper J-3 and/or Cessna 140.

Phone: (847) 358-7554
Email: roquinn@Turfgrassod.org

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: Shoulder harness and lap belt for pilot and co-pilot. Blue, good condition. From C-182E. \$110. **Call Barbara Rapchak (815) 356-1767.**

For Sale: C-182 Pilot Seat. Very good condition. Blue tweed fabric and vinyl, professionally cleaned. From C-182E. \$500. **Call Barbara Rapchak (815) 356-1767.**

For Sale: Wittman W-8 Tailwind, VFR panel, transponder & intercom, 1298TTAF, 559SMOHE, restored in 1995, C90-12F Continental. Slick mags and harness, auto gas. Plane has always been hangared and is in very good condition. 135 mph @ 5.9gph, 170 max. **Contact Dick McClung, (815) 397-8091.**

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.**

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 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: 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: Magellan Skystar Plus hand held GPS, com-

Calendar of Events

2007

August 25 (Sat)..... Young Eagles Rally, Lake In The Hills, 9:00 a.m. Rain date August 26.

August 28 (Tue)..... Members Meeting, Barrington Library, 7:00 p.m.

*September 4 (Tue) Board Meeting, Location TBA, 7:30 p.m.

*September 22 (Sat)..... Rose Fly-In and Picnic, the home of Bill & Myrt Rose, W. Mundhank Rd., Barrington

*September 25 (Tue)..... Members Meeting, Barrington Library, 7:00 p.m.

September 29 (Sat)..... Young Eagles Rally, Lake In The Hills, 9:00 a.m. Rain date September 30

October 27 (Sat)..... Young Eagles Rally, Lake In The Hills, 9:00 a.m. Rain date October 28.

* Event added this month

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



Pre-meeting Checklist

- ✓ Name Tags
- ✓ Article(s) For The Newsletter
- ✓ Program And Outing Ideas

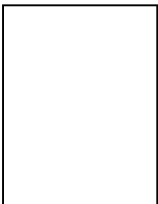
The Newsletter is always looking for interesting articles and pictures by our chapter members. If you have written anything or would like to write something or have pictures that you believe would be of interest to the chapter members, please submit what you have. The newsletter staff prefer that you 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

Our next meeting will be held on **Tuesday, August 28**, at the Barrington Public Library. Our speaker will be Chapter member Andy Meyer. Andy has both mechanical and electrical engineering degrees from U of I Champaign. He has done engineering work for Boeing, and is now designing race car instrumentation. He has flown F-16s for the Air National Guard. In addition he is a glider instructor at Sky Soaring in Huntley, and is building both an RV-7 and a Lancair 360. He will tell us of his civilian and military training and a little about his tours going to Iraq. He will gladly follow up with a question & answer session. This should be a most interesting evening. Hope to see you all there, around 7 p.m.



TO:



The Leader In Recreational Aviation



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