

Winds Aloft



EAA CHAPTER 790

P.O. BOX 1206 BARRINGTON, IL 60011

WWW.EAA790.ORG

EAA Work Weekend 2007

by Jay Friddell



Photo: Bud Herod

The Weekend of June 1 - 3 was assigned as the work weekend at Oshkosh for a team of Chapter 790 and Chapter 1414 members. From the outset, the weather looked ominous. You start to wonder if the activity should be cancelled. NO, NYETT, NEVER. We can handle it, and we did. Bud Herod headed up the Chapter 790 group in the Carpenter Shop with Tom Solar, Carl Geiger, Ron Romer. Assigned to the lawn mowing service were Don Jenerick, Terri Fischer, and (From Chapter 1414) Rob Strickland.

Abbie and I had already been assigned the job of prepping an old, worn 14-foot trailer destined for the Ford Tri-Motor tour, that was scheduled out the door on Monday afternoon. The Carpenter Shop crew got to work immediately. The grass cutting crew was almost immediately rained out, and Abbie and I, both suffering from nasty colds, began the cleanup of the trailer.

Being able to operate at only about 60% efficiency, Abbie and I recognized early on, that we were not going to meet our time line. This added a little more depression to the illness, but we had to do our best. The trailer was scheduled to be loaded on Wednesday and on the road by Friday. Can things get worse? Well probably, but instead, our project was visited by four angels, each with a miracle or two tucked in their pockets. Now you may think that angels can be identified by white robes, large feathered wings, and playing a harp. Well let me tell you – it just ain't so!

Our first angel had assumed the appearance and character of Bud Herod. He stepped in and repaired a broken

(Continued on page 4)

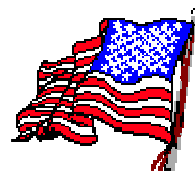
Mark Your Calendar: Our June meeting will be held on **Thursday**, the 28th, rather than on Tuesday, our regular meeting evening.

JUNE 2007

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President's Message



I get excited about the most innocuous situations. There were seven 790 people who participated in the June 2nd Work Weekend, chaired by Bud Herod. Ron Romer, Terri Fischer, Rob Strickland, Don Jenerick, Carl Geiger, and myself were there. The term Work Weekend is a misnomer. It was a totally fun Weekend. Bud led the team as he has most of the work weekends with a pleasant and jovial demeanor. There was nothing you had to do, but lots of options you could choose from. I worked on making picnic benches, which was a hoot. Bud said, "Don't get so fast. You're wearing me out!"

Ron was cutting and stacking, Rob came in from the mowing and helped routing, Carl was working on the War birds Control Tower and Don and Terri were helping Jay and Abbie with the Tri Motor trailer restoration after they got rained off the mowers. Paul stopped by

on Sunday morning to visit and thank everyone for being there. There was a crew of four women who served us our meals, breakfast, lunch and supper. Bob Warner, with EAA HQ, gave a nice presentation Saturday evening on the direction of EAA and membership feedback. Noel, Bob's wife was very enthusiastic about volunteerism. Apparently our 790 meeting last fall with Bob had positive results. Thanks Bob for listening and taking action on our concerns.

Items of note; The Young Eagles and Poker Run Party is June 30th. This is our Chapters first venture in such a function. Nancy Blazyk our VP reported we have exceeded the break even quantity already. Great job team! Come on out and enjoy a great day, help with Young Eagles, bring a favorite dish to pass for the picnic and adjust your cards for the best winning hand.

If you would like a 790 hat or shirt, be sure to get your order in right away so they can be shipped prior to AirVenture. Orders can easily be made through our 790 website, thanks to Jeff Wilson.

Happy and Safe Flying!

Tom

June 5th EAA Chapter 790 Board Meeting Minutes

EAA 790 Board meeting was held and hosted at Lon Danek's house. The meeting began after cookies and coffee were served at approx. 7:30. Attendees were Tom Solar, Nancy Blazyk, Lon Danek, Ole Sindberg, Ron Liebmann, Mike Perkins, Robert Skalany, and Jell Wilson.

1. Tom Solar opened the meeting with a report on the Work Weekend of June 2nd. Seven 790 members helped with various projects and Bob Warner gave a nice presentation. A Fun time!
2. Nancy Blazyk reported on the Poker Run. We needed 15 entries to break even. We have that plus some. She asked for additional volunteers to assist with the June 30th picnic, festivities and coordination of the Poker Run finale. Contact Nancy if you are willing to help or just show up and ask what you can do.
3. Ole Sindberg reported on fuel management and his recommendation on designing/building a proper fuel management system. His design incorporates fuel pumps which are located close to the fuel tanks and pump, not suck, the fuel to the engine. (Ole why don't you publish that report again?)
4. Jeff Wilson encouraged those who wish to order hats or merchandise and wish to receive them prior to Air Venture, do so immediately. Also the board approved setting up a link on the Chapter Web site to pay for dues renewals.
5. Robert Skalany reported on the cancelled Young Eagles Rally due to poor weather.
6. Lon Danek reported our paid membership was over 120 members. A remarkable number considering the local Poplar Grove personnel having moved to the 1414 Chapter.
7. Jim Pratt has not received confirmation from the Blue Angels speaker for this month's meeting. Jim will request confirmation, otherwise Ole has a speaker in the wings.
8. Nancy brought up the Beloit Chapters bringing in the B17, Aluminum Overcast. The Beloit Chapter will give a free ride to a select past crew member of a B17. Contact Nancy if you know of anyone who qualifies.

Submitted, Tom Solar, President



(EAA Work Weekend 2007 continued from page 1)



Photo: Jay Friddell

electrical conduit, helped me remove a stubborn, rotted counter top (he did the hard work). He then took our worn, defaced sliding Plexiglas cabinet doors and dressed them down so that they would fit and slide better.

Whoa! Our second angel appeared. This angel looked, for all the world, just like Terri Fischer. This angel took all those plastic sliding doors and cleaned off many year's worth of masking tape and various adhesive residues. She then proceeded to polish out the scratches and make those doors look like new.

Well, you can imagine my dismay when the third angel walked in. Believe me, I really thought it was Don Jenerick. Anyway, this angel picked up a jar of aluminum polish, a couple of rags and immediately started polishing the tarnished, stained aluminum bright work along the top side of the trailer. I see no need to describe the perfect polishing job that Don achieved. Angel? Yea, it had to be.

The fourth angel walked in. Now this time I was not surprised. Don Moder and his wife Joanie live next to us at Audrey's Camp Ground. Abbie and I have suspected for several years that they were angels masquerading as nice people. This weekend, it was proven. Don came in and installed a new counter top at the sales window, then sanded and varnished this counter as well as the old counter along the back-side of the trailer.



Photo: Jay Friddell

Well, the deadline was drawing very close. But Monday morning, Don (our neighbor) and Jim (from the Fabrication Shop), re-varnished those counter tops, then, cleaned the crud from some of the outer skin

of the trailer and applied some snappy decals. Voila!!! Do you know what? Along with the cleaning and painting that Abbie and I did, the trailer was READY!



Photo: Jay Friddell

I can see from the expression on your face, that you think I have gone completely bonkers, talking about angels and miracles. That's OK. But I sincerely believe that God loves aviation, and EAA. You don't believe me? The next time you go to a chapter event, or to AirVenture in Oshkosh, look around very carefully. You'll also start to believe that Angels, masquerading as people, are everywhere.



Safety Corner

by Ole Sindberg



Last month's *Safety Corner* got me quite upset. You may recall that Mike Perkins wrote about two men in Fulton, New York who managed to get themselves killed on a first flight of a Lancair Legacy. The primary cause of the crash was fuel starvation, but a number of other factors made it a fatal flight for the two occupants.

It need not have ended this way. The thing that makes me upset is that I have been campaigning about a better fuel system for small airplanes since about 1995. The system I have in my own Prescott Pusher is an example of such a system. I have been talking about this at chapter meetings, here, in Canada, and in Denmark. I have a web site that gives some details of this better fuel system; schematics have been distributed, but to this date, I am not aware of anybody who has actually made the recommended changes.

And now another two aviators have paid the ultimate price.

When I was building my airplane I learned that the primary cause of engine failures in light airplanes was fuel starvation. Even more disturbing was the finding that in most cases there was fuel in the airplane – but it was not getting to the engine. In about 1995 I saw the wreckage of a Tobago airplane at Waukegan airport. The airplane had come from across the Lake, refueled at Waukegan and then departed westbound. The pilot and his daughter were the only occupants. It was a hot summer day and on climb out the engine failed from fuel starvation. Changing tanks and turning on the electric fuel pump had no effect. The airplane was flown to a relatively safe (for the occupants) landing in a farmer's field. The fuel system in the Tobago is similar to what you find in typical single engine Pipers. But there is a vertical section of the fuel supply line just in front of the firewall approximately two feet high; at the top are the two fuel pumps – one engine driven and the other electric. Vapor lock in this line is thought to be the culprit.

Another Prescott Pusher builder built his airplane with the "Piper Fuel System". He forgot to switch tanks and after the engine failed, he was unable to restart it using fuel from the other tank. It is often the case that once the line to the fuel pumps has been emp-

tyed, the pumps are unable to do their job. They work well with fuel in the line, but not with vapors or air in the line.

At the time I was building I was flying for United Airlines, mostly Boeings – 727s and 737s. **There are very few airliners running out of fuel.** Consequently, I decided early on that I would duplicate the fuel systems in the Boeings to the extent that it was practical.

There are several key principles involved:

- Pumping instead of sucking the fuel
- Redundancy
- Warning lights

With regard to "Pumping instead of sucking": The fuel pumps in the typical low wing light airplane (Tobago, Piper and many others) are located in the engine compartment down line from the fuel selector. This means that the pumps have to "suck" the fuel all the way from the selected tank, through the selector, the fuel strainer and the several feet of plumbing, before sending it on the engine. My suggested system provides (just like the Boeings) electric fuel pumps by the tanks. The Boeings are actually in the tanks, but that is costly, so I elected to place my pumps next to the inboard wall of each tank. The result is similar. The fuel is under pressure all the way to the engine – vapor lock is not an issue anymore.

With regard to redundancy: There are two kinds of redundancy - the "selectable" kind and the "up and running" kind. The first one is exemplified by having fuel in more than one tank and having to select the other tank when the first one goes empty. The "up and running" kind is exemplified by having dual magnetos. The normal position of the mag switch is of course "both". With two tank mounted electric fuel pumps replacing a single, engine compartment mounted pump, it is now possible to have "up and running" redundancy for the fuel supply. (Just like the Boeings)

My SOP is to use two pumps by selecting "Both" for the fuel feed pump switch during take-off and landing. This provides fuel from two tanks simultaneously during these critical phases. At other times single pump operation is used to manage fuel balance. My fuel selector stays in "Both", impossible in most low wing airplanes. All I do to maintain fuel balance is move one switch from "Left" to "Right" (or the other way).

I also have redundancy for the fuel quantity function. A simple fuel management system is installed; it is programmed before start with the known fuel quan-

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(Safety Corner continued from page 5)

tity onboard, and it then subtracts the quantity burned from the indicated (calculated) value. I installed the Aerospace Logic digital fuel level indicating system. Comparing the two systems – one a measuring system and the other a calculating system assures against gross errors. (Just like some of the Boeings).

With regard to warning lights: Boeing provides lights that come on if a fuel pump is selected to pump fuel, but fails to do so. So do I. My system is designed and built by our own Mike Perkins, the lights are daylight-visible LEDs and are mounted in a cluster below the glare shield – it would be hard to miss one of these bright lights.

An important consideration when choosing fuel pumps is to make sure that they allow fuel to pass through without the pump operating. This will allow for continued engine operation even after pump or electrical system failure. In addition the fuel selector should have gates for each tank as well as the “Both” and “Off” gates. This will allow for normal fuel system operation, even after a total electrical system failure. Keep in mind that operating in “Both” is not recommended in low wing airplanes, when operating without the electric feed pumps operating. (As the tank levels go down, eventually one fuel intake will become uncovered and will begin to take in air.)

The total system has now been operating in my airplane for over 600 hours and almost 9 years. It has certainly proven itself; it is inexpensive and light and would save lives if widely used. I am certain that the two Lancair flyers would be alive today, if they had had this – or a similar - system.

If you are building anything, or if you want to upgrade the safety status of your existing airplane, call me. In the meantime, help spread the word.

Keep the blue side up.



Tailfeathers

Overcast days when it seems so gloomy, just remember that at 50,000 feet it's always sunny.



Blown in From the Winds Aloft

Our July meeting will be held a week early for AirVenture. Join us at the Barrington Public Library July 17 at 7 pm.

Ever wonder what advice pilots are given when their **engine starts making metal**? Here's one way to look at it:

http://www.avweb.com/news/savvyaviator/savvy_aviator_44_making_metal_195044-1.html

If you're looking for a fun time after AirVenture, try the **Chanute Air Festival** August 11-12, 2007. There will be a monster truck act, jet car, and a father-daughter ultralight wing-walking act.

From our webmaster, **Jeff Wilson**: "I have updated the EAA Chapter 790 **website** to include links for registering online for the **Poker Run**...See: http://www.eaa790.org/ea_a_chapter_790_009.htm . I have also added a Merchandise Page (currently stubbed out with a "Coming Soon" message) that I will update with the Chapter 790 Logo merchandise in the coming days. <http://www.eaa790.org/> ."

USAF's **U-2 spy plane** will make a return visit to EAA **AirVenture** this year as part of the Air Force's 60th Anniversary celebrations. The aircraft will be on display in Aeroshell Square.

It is **strongly suggested** that if you want to see what a tight-formation **aerobatic airshow** routine is like from the cockpit, click on this:

http://www.youtube.com/watch?v=dsVPoaKE_TE .



Meetings

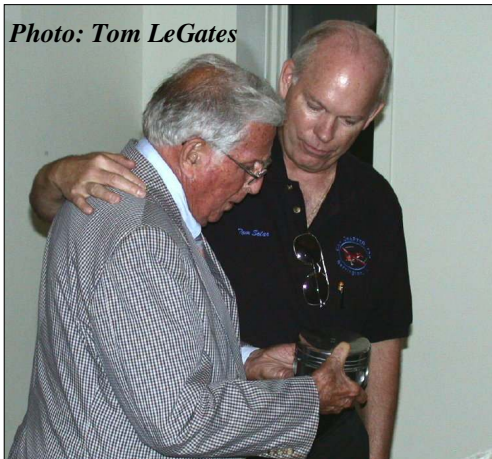
Last Meeting

May's meeting saw Lt. Col. William H. Starke, USAFR (Retired) talk about his 121 missions in a P-38 in the south Pacific. You might remember how Bill mentioned that Charles Lindberg came to the south Pacific himself to show pilots how to fly the P-

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(*Meetings continued from page 6*)

38 way under-square to stretch the P-38's range to that of many bombers, providing air cover for them. To the fighter pilots, these long missions meant sitting in a cramped cold cockpit for as long as 13 hours at a time. The longest P-38 sortie was 2300 miles, from the Philippines to Netherlands, East Indies.



President Tom Solar presented Bill with a chapter piston in thanks for his presentation

Next Meeting

Our next meeting will be held on *Thursday, June 28*, two days later than usual, 7pm at the Barrington Public Library. Ole Sindberg will be presenting an AOPA safety program. Peter Botzek has been invited to give a short presentation about the joys and pleasures of combining a folding bike with light airplanes.



Overheard

Heard on ground frequency at Oakland-Pontiac, Michigan, airport:

Oakland Ground: "Ground vehicle One, we've had a report of a hawk and a fox fighting at the approach end to 9R. Please investigate."

Ground One (minutes later): "Oakland Ground, this is Ground Vehicle One. The fight is over. The hawk won"

Oakland Ground (in his best movie announcer voice): "Yes. Once again, a demonstration of the clear superiority of air power."

Courtesy AvWeb

Safety Tip

What is maneuvering speed and how do you find it? A pilot must operate his airplane within the design limit load factor. An airplane's strength is measured basically by the total load the wings are capable of carrying without distortion, permanent damage or structural failure. A normal category airplane usually has a positive limit load of +3.8 Gs, a negative limit load of -1.52 Gs, and a 50-percent safety factor added to the positive limit load resulting in +5.7 Gs for the ultimate load factor.

Regulations for the certification of normal category airplanes require that they be able to withstand a derived gust velocity of 30-feet per second (fps) at maximum level flight speed at normal rated power. A derived gust velocity of 20-35 fps is classified as moderate turbulence. Any time the airplane is operated in moderate or greater turbulence, slow to the maneuvering speed. Load factor is the actual load on the wings divided by the weight of the airplane. In straight-and-level flight, the wings support a weight equal to the weight of the airplane and its contents, or one g load factor. When the airplane assumes a curved flight path, pulls out from a dive, or experiences turbulence, the load on the wings will increase.

Vertical gusts can cause a sudden increase in the angle of attack resulting in large wing loads that are resisted by the inertia of the airplane. Maneuvering speed is defined as the maximum speed at which full abrupt control deflection can be made without exceeding the design load factor (not ultimate load factor). This means the airplane will stall, relieving aerodynamic pressure, before it will break. The stall is a brief, momentary stall that normally does not require stall recovery techniques. If maneuvering speed cannot be determined for an older airplane, use the value of 1.7 Vso. Maneuvering speed changes with a change in gross weight; the speed decreases as the weight decreases.



Recognizing Our Members

Lets all welcome back:

**Terri Fischer
Ronald Wilson**

(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)

Photo Gallery

Here are some additional pictures from our last members meeting, and the June Work Weekend outing.



Bill laying out his material prior to his presentation

Tom Solar and Mike Perkins keep Bill amused



Hal Richter and Bill share some memories

A closer view of the finished product!



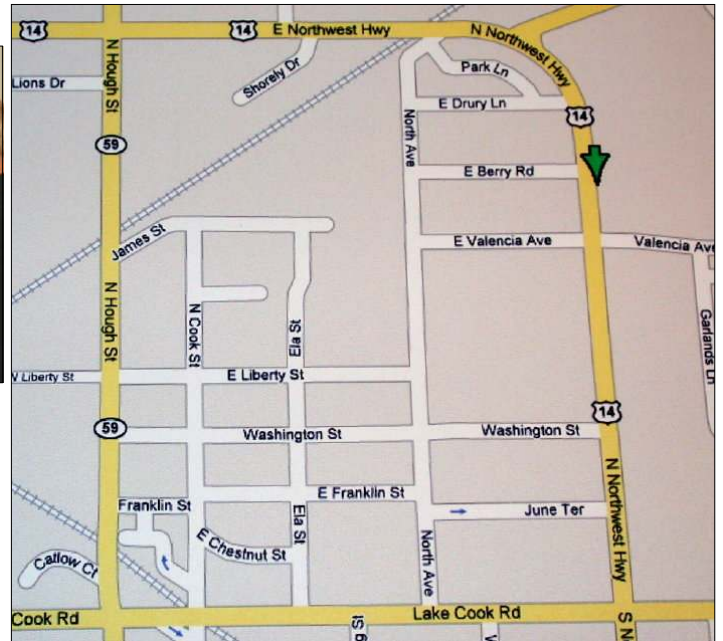
The new Warbird control tower comes together with help from Chapter 790



The new control tower for Whitman Field comes together with help from the FAA

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

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

Photo Credits: Top 3 - Raj Upadhyaya; bottom 3 - Bud Herod

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: 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](mailto:Elaine.Knoedler@sbcglobal.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.**

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 condi-

Calendar of Events

2007

June 28 (**Thu**)..... Members Meeting, Barrington Library, 6:30 p.m. - **NOTE DAY CHANGE, THIS MONTH ONLY**

June 30 (**Sat**)..... Young Eagles Rally And Picnic, Lake In The Hills, 9:00 a.m. Rain date July 1.

June 30 (**Sat**)..... Chapter Poker Run Finale, Lake In The Hills, 12:30 p.m. Rain date July 1.

*July 3 (**Tue**)..... Board Meeting, Location TBA, 7:30 p.m.

*July 17 (**Tue**)..... Members Meeting, Barrington Library, 7:00 p.m. - **NOTE: ONE WEEK EARLY DUE TO AIRVENTURE**

July 23 - 29..... AirVenture

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

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

tion. 135 mph @ 5.9gph, 170 max. **Contact Dick McClung, (815) 397-8091.**

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: 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: 1/5 share 1967 Cherokee 180 partnership for sale. Hangared at the Landings, last annual March 2007, TTAF 3208, TSOH 379 on the remanufactured 0-timed engine. IFR certified panel w/ KLN89B GPS, lots of upgrades, excellent condition, asking \$14,900. **Paula Pluth 847-477-0339.**



Pre-meeting Checklist

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

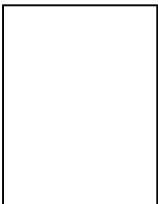
The Newsletter is always looking for interesting articles and pictures by our chapter members. If you have written anything or would like to write something or have pictures that you believe would be of interest to the chapter members, please submit what you have. The newsletter staff prefer that you 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 *Thursday, June 28*, two days later than usual, 7pm at the Barrington Public Library. Ole Sindberg will be presenting an AOPA safety program. Peter Botzek has been invited to give a short presentation about the joys and pleasures of combining a folding bike with light airplanes. Hope to see you all there.



TO:



The Leader In Recreational Aviation



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790
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Barrington, IL 60011