

# Winds Aloft



EAA CHAPTER 790

P.O. BOX 1206 BARRINGTON, IL 60011

WWW.EAA790.ORG

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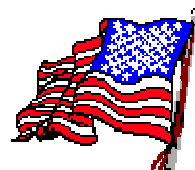


## FEBRUARY 2008

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# EAA Chapter 790 Staff



## OFFICERS

### **President**

**Tom Solar**

(847) 468-9437

tomsolar@sbcglobal.net

### **Vice-President**

**Nancy Blazyk**

(815) 788-2751

n9921e@sbcglobal.net

### **Secretary**

**Tom LeGates**

(847) 462-1791

trlegates@comcast.net

### **Treasurer**

**Lon Danek**

(847) 381-4286

ldanek417@aol.com

## YOUNG EAGLES PROGRAM

### **Don Jenerick**

(847) 526-6187

### **Robert Skalany**

(815) 459-6027

### **Paul Ranieri**

(847) 358-0135

## NEWSLETTER

### **Mike Perkins**

(309) 543-6766

### **Tom LeGates**

(847) 462-1791

## WEB MASTER

### **Jeff Wilson**

(847) 426-7206

jlbswilson@sbcglobal.net

## DIRECTORS

### **Glen Brisson**

(847) 438-7786

kitfxpilot@aol.com

### **Elton Eisele**

(630) 872-8082

elteis@niles-hs.k12.il.us

### **Herbert Gottelt**

(847) 439-3397

gofalke@sbcglobal.net

### **Bud Herod**

(847) 514-3827

bfherod@juno.com

### **Ron Liebmann**

(847) 352-8282

rliebmann@comcast.net

### **Ron Palascak**

(847) 658-7963

rgpkp1@ameritech.net

### **Mike Perkins**

(309) 543-6766

michael.Perkins@rauland.com

### **Jim Pratt**

(847) 931-2978

jpratt1200@sbcglobal.net

### **Ole Sindberg**

(847) 639-5408

oleeva@sbcglobal.net

### **Robert Skalany**

(815) 459-6027

bbbh2o@ameritech.net

### **Jeff Wilson**

(847) 426-7206

jlbswilson@sbcglobal.net

## SPECIALTIES

### **Glen Brisson**

Flight Advisor

(847) 438-7786

### **Clyde Ericson**

Flight Advisor

(847) 382-6675

### **Abbie Friddell**

Flight Advisor

(815) 547-9574

### **Jay Friddell**

Flight Advisor

(815) 547-9574

### **Herb Gottelt**

Flight Advisor

(847) 439-3397

### **Ron Liebmann**

Flight Advisor

Tech. Counselor/Gen.

(847) 352-8282

### **Ron Palascak**

Tech Counselor/Gen.

(847) 658-7963

### **Mike Perkins**

Tech. Counselor./Elec.

(309) 543-6766

### **Ole Sindberg**

Flight Advisor

Tech. Counselor

Systems/Metal/Flt Test

(847) 639-5408

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## President's Message



Winter could not hold down the 790 membership. We had over 90 people attend the last General Meeting and it was the first Chapter 790 authenticated Wings program. Thanks to Bob O'Quinn, Elroy Hilbert and Rob Strickland for the presentation and Jim Pratt for paying for the 29 page handouts to the attendees. What an amazing program. No one wanted to leave - folks just hung out afterwards as it should be. I guess they felt comfortable. This was not only a very well presented program for the ground portion of the flight review, but also an opportunity to introduce new members to our chapter. The board had suggested this be an annual event. Bob, Elroy, Rob?

Speaking of winter, I visited my plane several times these past few weeks to remove the snow from her. Jeff was kind enough one day to clean up both of our planes. What a bunch of snow we have had. Global

warming where are you? I remember the winters were like this back when, growing up in the Antioch area. Did some research and found that the greatest amount of snow, however, which hit the Chicago land area was in the 1980's and that was also the coldest winters on record. Just thought I would mention that for those of you who are sick and tired of all of this snow. It could be 1982! Ole and some others welcome the snow for skiing. Might as well enjoy it!

Our annual banquet is coming up this Saturday. Don't know if the newsletter will hit before then. Looking forward to the comradeship, speaker Allen Englehardt, and the food and service from the Crystal Lake Country Club. For those of you who attended last year it was superb. If you need good directions log onto their web site "CLcountryclub.com".

Clyde Ericson will be the speaker at the February 26<sup>th</sup> General Meeting. Clyde will be talking about float plane flying. Looking forward to that presentation. Clyde is a retired United Airlines Pilot as well as the owner of a Lake Amphibian.

Stay healthy and warm so you can keep flying!

*Tom*

## February 12<sup>th</sup> EAA Chapter 790 Board Meeting Minutes

Attendees: Lon Danek, Ole Sindberg, Jim Pratt, Tom Solar

Even the cold/snowy winter weather could not stop these hardy souls from attending the February Board Mtg. This meeting was a reschedule from last Tuesday's meeting cancelled due to the winter snow storm. (Ole couldn't find his cross country skis). Tom Solar served his hot chili and Billie served her pineapple upside down cake. Aviation commiseration was had by all. Billie even told of her recipe's acceptance to a famous cooking magazine.

A summary of the calls to members reminding them of the upcoming banquet and annual membership renewal. A great opportunity to talk and show board support to our membership. It was suggested that board members visit with new members at the general meeting to help them feel welcome. There is not a lot of time during our meetings to just visit and those new to the group need to feel welcome and included in the conversations. Tom recom-

mended they be invited to participate in some club activities. What better way to get to know ones fellow members (and they don't bite).

Clyde Ericson has agreed to be our February featured speaker. Clyde will be talking about float plane flying. Thanks Clyde.

Jeff and Barb Wilson will be opening up their house on March 15<sup>th</sup> for members to view their plane project. Their family was featured in last summer's edition of the Courier Magazine, just prior to Air Venture.

A Wanna Be a Pilot program, sponsored by Chicago Executive Airport is being held on March 8<sup>th</sup> and members interested in promoting aviation are encouraged to attend. It is being held from 11:00 AM to 4:00 PM that Saturday.

The Poker Run last year was fun and financially successful. It is hoped there will be sufficient enthusiasm to hold our second annual Poker Run this year. Tom mentioned that another famous Chapter poker run has been running in the red the last three years. The 790 Poker Run committee got it right the first time. Congratulations!

*(Continued on page 8)*

## This Month's Cover

On Sunday, January 27, a combined group of members from Chapters 790 and 1414 gathered at Lake Lawn Lodge for brunch. Several intrepid tail-wheel pilots made the trek landing on Lake Delevan. After eating, they began giving rides to those not lucky enough to own a set of skis. Our own Tom and Billie Solar made the trek, and as this was the replacement activity for the cancelled 1414 Canteen Dance, Tom proudly wore his military garb. Thanks to Glenda May for this and the cover photo.



## 406 ELTs Mandated In Canada?

*by Mike Perkins*

As of Feb. 1, 2009, satellites will stop monitoring 121.5 MHz for ELTs. This has caused Transport Canada to propose a rule requiring aircraft flying in Canada to be equipped with a 406 MHz ELT. This could mean mandatory installation of 406 ELTs in all Canadian aircraft and transient aircraft.

Because the U.S. does not mandate 406 ELTs, U.S. aircraft without 406 ELTs might be banned from Canada. This is of particular interest to aircraft owners expecting to fly between the US mainland and Alaska. Since it's widely known that air traffic control, the military, and many pilots will still monitor 121.5 MHz, the Transport Canada may allow US-registered aircraft flying in Canada to be exempt from the rule.

Flying in the flatlands of Illinois and Wisconsin, I don't see a pressing need to equip an aircraft with 406 ELTs. But if you're traversing the wilderness without a 406 ELT after the cutoff date, doing so could wind up delaying your rescue for a very long time.

Regardless of which ELT is in your airplane, a single

failure in it could prevent its operation. Any rescue from some no-cell-phone badland area before your incapacitation could dangle from a very fine thread. Consider a backup.

## Blown in From the Winds Aloft

**Annual Banquet** - Slated for Saturday, February 23 at the Crystal Lake Country Club. Social time will begin at 6, dinner at 7:15. Allan Englehardt will be our guest speaker.

As amazing and unbelievable as it seems, the EAA Museum in OSH turns **25 years old**. Many of us remember vividly when the EAA was looking for a way to fund the multi-phase project.

**New Flexible Medical Standards** - If you think you can't get a **medical** certificate and even if you've been denied one in the past, you may be able to get a **special issuance** medical certificate. So far, 25,000 pilots have this authorization. There are 15 disqualifying conditions listed in FAR Part 67, including diabetes and heart disease for which it's now possible to get a special issuance medical. The FAA also can refine a medical for just about any condition, including kidney stones, glaucoma, cancer, or Parkinson's Disease. The FAA has established a procedure for periodically reevaluating the pilot's health for each of these conditions. The process can be confusing. In addition, many AMEs won't be up-to-speed on this new process for quite a while. But the EAA can help you if you get in touch with them.

**Early demise or refitting?** - The Air Force has suspended non-mission-critical F-15 flight operations. This is a result of the crash of a Missouri Air National Guard **F-15C** during a training flight. There are indications of structural failure of the aircraft, though the accident is still under investigation. According to the USAF, suspension of flight operations is a "**precautionary measure**," There are more than 700 F-15s in the US Air Force which date back as far as 1975. They are gradually being replaced by the F-22 Raptor. The jet crashed in a wooded area about 120 miles SW of St. Louis. The **pilot ejected**, sustaining a dislocated shoulder, a broken arm and minor cuts. Japan's air force has also grounded its fleet of some 200 of the fighter-bombers. AVweb has an excellent report and video simulation of the breakup: [http://uk.youtube.com/watch?v=U22\\_7jsQy7s](http://uk.youtube.com/watch?v=U22_7jsQy7s)





## Safety Corner



### Going Around

by Mike Perkins

**G**o-arounds. We practice them during flight training. But do we get enough experience with them later on? Let's imagine a real go-around, not a practice one. It's a surprise go-around where you're low, you're slow, and you're configured for landing. It's probably one of the most demanding operations you'll ever perform.

A go-around is a four axis maneuver—pitch, yaw, roll, and longitudinal acceleration or deceleration. They're all interconnected. But there's yet another axis that the astronauts would call translation. Pilots better know that axis as drift. Now we're up to five axes to control.

Let's review the important things about go-arounds to remember:

Decide early to go around—The sooner you commit to a go-around, the sooner you'll be away from the reason for the go-around, and the less hurried you'll be. So at the first sign of things getting spooky, initiate it without hesitation.

Go to full power immediately—Using partial throttle is a half-a-go-around, and a recipe for an unpleasant outcome. Smooth, immediate application of full power is immensely important, keeping the ball centered. Balls to the wall - throttle first, then carb heat, then mixture if advisable, all very expeditiously.

Maintain  $V_x$  or  $V_y$ —Following any power change, your aircraft will also initiate a pitch change if left up to its own accord, especially when flaps are lowered. Know  $V_x$  and  $V_y$  like your house number and hold it. But decide before you enter the landing pattern which speed you'll use if you need to initiate a go-around.

Be careful of configuration changes, flaps, landing gear—They must be done with caution and per the book. Raising flaps before a positive rate of climb is achieved may cause the aircraft to lose altitude..... not good. Wait to raise flaps until you're certain that changing their position will still allow you to clear all obstacles. Or better yet, leave them

alone until you've actually cleared all obstacles.

Watch your drift—Busy with all the other things? One more, very important—do not allow drift. You must compensate for wind drift, torque, and P-factor or you will not maintain runway heading. Of the three, the crosswind is most-likely to trip you up. Immediately establish a runway centerline heading while keeping the ball centered. Rudder alone is not the way to do it – the turn to correct must be coordinated, especially at this low altitude.

I've witnessed bad endings to two go-arounds. Interestingly, both involved excessive drift.

In one case an Aeronca barely touched down and bounced because of too much airspeed. A go-around was attempted. Full power was applied but the aircraft pitched up with the pilot apparently not watching his airspeed. With the nose up and at about ten feet, the Aeronca was now flying so slowly that the gentle crosswind drifted it well off the runway and across a taxiway. It collided with the vertical stabilizer of an idling Warrior, shearing off its stab and rudder. The Aeronca landed upside down just past the Warrior with the pilot hanging from his harness. Leaking fuel fortunately did not ignite.

In the other case, a 152 did a late go-around where the mains actually touched and the rest was done badly. The aircraft got airborne prematurely at full throttle with flaps coming up. It was flying, but only in ground-effect. Barely airborne, the crosswind drifted the aircraft so that the left tire nearly contacted the top of a taxiway light. Another few inches either way would have been really bad.

In both these cases, the lack of drift management probably came from not having enough flying speed and being well on the backside of that whacky power-lift curve. Rudders and ailerons behave well when there's sufficient airflow, and behave badly when there's not.

There are only three possible outcomes of any go-around: 1) bent metal, 2) bruised ego, and 3) pleasant satisfaction. Try them until you're consistently making good ones. If perfection is the goal, then practice is the prescription.



## Meetings

### Last Meeting

A packed meeting room waited for our January guest speakers Elroy Hilbert and Bob O'Quinn as they joined us for their FAA-sanctioned, BFR-qualified review of the airspace FARs. Afterwards Bob and Elroy deftly answered questions by pilots. There



Photo: Tom LeGates

were numerous new faces in the room that usually occupied by regular members, a welcome sight. Chapter 790 thanks Elroy and Bob for an excellent presentation, which came complete with signed logbook stickers for those who wanted the evening to qualify as the ground-portion of their next BFR. Since the presentation, 790 board members discussed the idea of making this an annual chapter event.

### February Meeting

Our own Clyde Ericson will be our February featured speaker. Clyde, retired as a career United Airlines captain who will reveal some of his extensive experience with float plane flying.



## Tailfeathers

Flying my Cessna 182 on a severe-clear day to Titusville, FL., (KTIX) I called in 10 miles northwest:

Me: "Titusville Tower, Skylane Nine Seven Zero Three Six, 10 miles to the northwest with the field in sight, full stop, with weather."

Tower: "Skylane Zero Three Six. Cleared for the visual, Runway 18."

A moment later...

Tower: "Skylane Zero Three Six, I don't have you in sight yet. Where are you?"

Me: "I'm about five miles north of the field, at 2000 feet."

Tower: "You're not trying to land at the shuttle runway at Cape Canaveral, are you?"

Me (after a heart-stopping pause): "Yes sir, I was going to try that. Thank you! I now have Titusville in sight ... That did look like an awfully long runway."

Tower: "Yeah, come on over here with us and play. We're a lot nicer to strangers than they are."

*Courtesy - IFR Magazine*

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

Time is running out to renew your membership for 2008! If you have not yet paid your dues its time to do so. **After the March issue, only paid-up members will continue to receive the newsletter.** So fill out the renewal form on the back right away, and don't miss out on any of the Chapter fun in 2008!

Dues are staying the same as 2007:

**\$25.00/year: single/family membership**

**\$25.00/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 2008 EAA calendars for those who renew early. The plane photos are outstanding as usual. The first 40 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.)

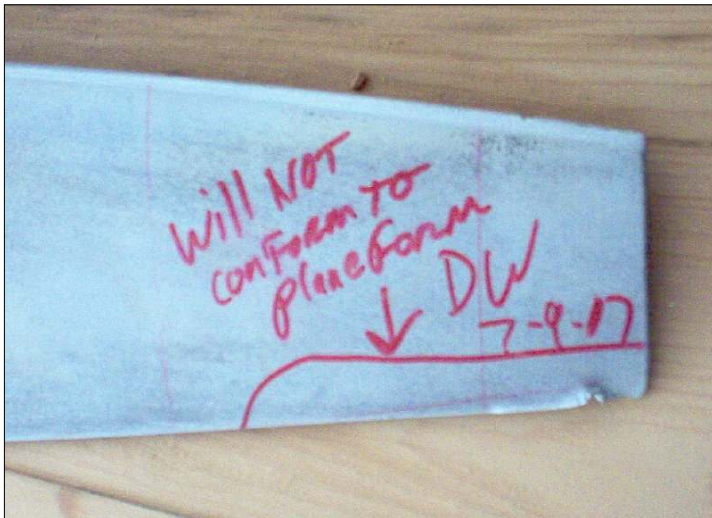
**Whether renewing in person at a meeting or via U.S. mail, please include the form on page 10. Filled out completely, it allows us to keep our Chapter records up-to-date and expedite delivery of your Newsletter each month.**

**THANKS**



## Photos

A perfectly good prop was turned into scrap metal by nothing more than the wire of a surveyor's flag during slow taxi.



The Offending flag!!

## Worthy Websites

Refresh your airspace knowledge anytime you wish without even picking up a book or one of those plasticated cards:

<http://flash.aopa.org/asf/kbyg/swf/flash.cfm>

## Remember Your Get-Out-of-Jail Card?

How many pilots recall NASA's "get-out-of-jail coupon" for pilots, mechanics, and controllers who get themselves into a situation with the FAA? It's a NASA program called the Aviation Safety Reporting System (ASRS). Using this system, you can report your transgressions to NASA. Having done that, the FAA can't prosecute you, regardless of what unfortunate event has befallen you or your aircraft.

The conditions are simple and few. Your written report to ASRS needs to be filed within 10 days and you must not have broken any civil laws or *intentionally* violated any FARs. Although you submit your name and address, it is not recorded by the ASRS program. Instead, it's returned to you and stamped by ASRS with your report number. If the FAA has a problem with something you've done, you give them the ASRS number and they are powerless to take action against your certificate.

The agreement between NASA and the FAA to establish the ASRS program was born in the early 80s out of the concept of improved safety: pilots can tell the "real story" without fear of retribution. The ASRS program wants to hear from you even if you didn't infract an FAR.

The ASRS program categorizes and summarizes reports for the FAA and NTSB for improved safety. But unlike many other government programs, ASRS employs qualified people like retired pilots and controllers to do the work. In addition to their tabulating work, these fine people also write and publish an excellent monthly journal that's available online – actual unedited excerpts from the reports they receive from pilots, mechanics, and controllers.

If you get "called by the tower," ding a wing, land off-airport, or fail a ramp inspection and you feel like the FAA might take action, be helpful but file an ASRS form as soon as possible. Be sure to save the "coupon" when ASRS returns it to you, though because to "get out of jail," you have to have it as proof you filed a report.

The NASA reporting form and more information is available at <http://asrs.arc.nasa.gov/report/mail.html>



*(Board Meeting Minutes continued from page 3)*

Workshops visits suggested were:

- Aircraft Propeller's at the Palwaukee Airport (love to use that name). This may be held in lieu of our general meeting. Tom will contact and advise.
- Tom Jackson's' Zenith project

Future Fly outs suggested were:

- Chuck Binzel's private airstrip, Bristol, Wisconsin.
- Marengo, view the B-17 in process (Ole will need to hitch a ride with one of the Cessna 150/2 pilots).
- The Chapter 22 pancake breakfast in May to also visit Courtesy Aviation warbirds. Tom will contact the president of Chapter 22 later this spring for reservation acceptance.

*The meeting adjourned at 9:15 with no appreciable snow accumulation.*

Submitted by President Tom Solar on behalf of Secretary Tom LeGates who is away visiting in Laramie Wyoming.



## Recognizing Our Members

**Those who have joined, or rejoined, the Chapter in the last several months:**

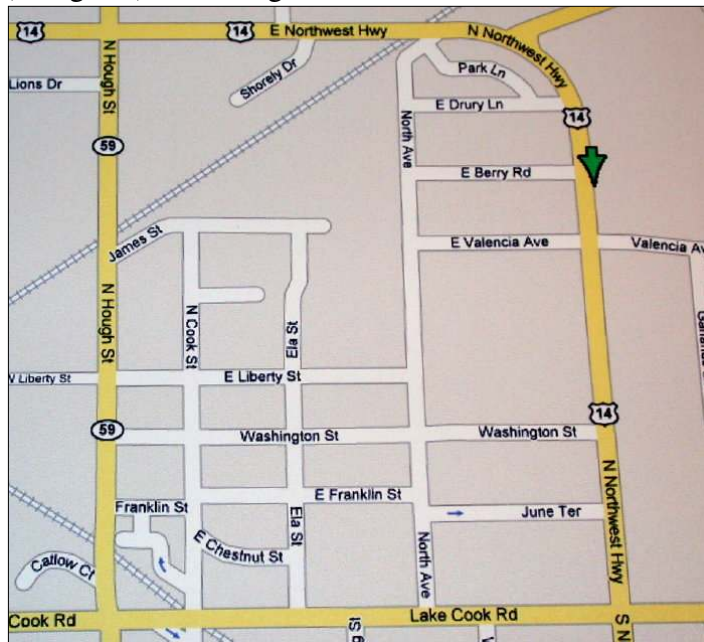
**Kurt Aichele**

**Walter Draxler**

*(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)*

## 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](mailto:Oleeva@sbcglobal.net)

### FAA Wings Program



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

Phone: (815) 547-9574

Email: [abbiennair@sbcglobal.net](mailto:abbiennair@sbcglobal.net)

### Tail-Wheel Endorsement



Bob O'Quinn, CFI, is offering tail-wheel checkout and endorsement in a Piper J-3 Cub, Cessna 140 or your personal aircraft. For more information, call (847) 358-7554 or e-mail [roquinn@TurfGrassSod.org](mailto:roquinn@TurfGrassSod.org).





# Calendar of Events



## 2008

February 23 (Sat) ..... Annual Banquet, Crystal Lake Country Club @ 6:00, speaker Allan Englehardt

February 26 (Tue) ..... Members Meeting, Barrington Library, 7:00 p.m.

March 4 (Tue) ..... Board Meeting, location to be announced, 7:30 p.m.

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

\*April 1 (Tue) ..... Board Meeting, location to be announced, 7:30 p.m.

\*April 22 (Tue) ..... Members Meeting, Barrington Library, 7:00 p.m.

\*June 7 - 8 (Sat/Sun) ... Chapter's Annual Oshkosh work weekend (tentative)

\*July 28 - August 3 .... AirVenture 2008

\* Event added this month

Contact [Don Jenerick](#) for information or suggestions regarding Young Eagle Rallies. **Phone: (847) 526-6187**

**Email: [d.j.jenerick@juno.com](mailto:d.j.jenerick@juno.com)**

## 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 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@sbcglobal.net](mailto:Elaine.Knoedler@sbcglobal.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](mailto:kmlancair4@aol.com).**



