

Winds Aloft



EAA CHAPTER 790

P.O. BOX 1206 BARRINGTON, IL 60011

WWW.EAA790.ORG

Rose Picnic And Fly-In

by Ron Liebmann

On October 4th we finally had our EAA Chapter 790 annual fly-in at Bill and Myrt Rose's wonderful fly-in home. We attempted earlier dates for the gathering but weather made us change dates three times. The day we ended up with turned out to be a charm.



We had fifteen planes fly in and that included one NOTAR helicopter that is owned by our friend Mike out of Schaumburg Airport. Also, this year we saw our first executive jet fly-by that provided some great photo shots for any of us who were quick with the shutter on our cameras. The owner of the Eclipse is another friend named Mike who keeps his jet also at Schaumburg's 06C. After a few exciting fly-bys, Mike drove over to our picnic to join us, toting with him a fine bottle of champagne for Bill and Myrt. Also joining us were a few members of Chapter 1414 flying out of Poplar Grove.

Bill provided many slabs of his famous ribs and a large spiral ham from his Country Store for all to enjoy. All members of 790 are very fortunate to have Bill and Myrt as long time members of our chapter and we appreciate their graciousness more than we can say. (Photos courtesy Jim Pratt & Jim Rapier. More photos on page 6)

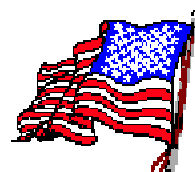


NOVEMBER 2009

President's Message	3	Meetings	4	Rose Photos	6
Board Meeting Minutes.....	3	Safety Corner	5	Chapter Calendar.....	7



EAA Chapter 790 Staff



OFFICERS

President

Elton Eisele
(630) 872-8082
elteis@niles-hs.k12.il.us

Ole Sindberg

(847) 639-5408
oleeva@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

Nancy Blazyk

(815) 788-2751
n9921e@sbcglobal.net

Glen Brisson

(847) 438-7786
kitfxpilot@aol.com

Brad Delisle

(815) 356-8841
paace252@yahoo.com

Herbert Gottelt

(847) 439-3397
gofalke@sbcglobal.net

Bud Herod

(847) 639-6310
herod225@comcast.net

Ron Liebmann

(847) 352-8282
rliebmann@comcast.net

Rob Nelson

(847) 962-9988
rnelson1969@earthlink.net

Mike Perkins

(309) 543-6766
michael.Perkins@rauland.com

Jim Pratt

(847) 931-2978
jpratt1200@sbcglobal.net

Robert Skalany

(815) 459-6027
bbbh2o@ameritech.net

Tom Solar

(847) 468-9437
tomsolar@sbcglobal.net

Jeff Wilson

(847) 426-7206
jlbswilson@sbcglobal.net

SPECIALTIES

Glen Brisson

Flight Advisor
(847) 438-7786

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

Bob O'Quinn

Flight Advisor
(847) 358-7554

Mike Perkins

Flight Advisor
Tech. Counselor./Elec.
(309) 543-6766

Ole Sindberg

Flight Advisor
Tech. Counselor
Systems/Metal/Flt Test
(847) 639-5408

WINDS ALOFT, the six time EAA international Newsletter award winner, is published monthly by EAA Chapter 790 for the use and enjoyment of its membership and others to whom it is provided. No claim is made to the accuracy or validity of the content presented in this publication. Editorial content is the opinion of the contributor and does not necessarily reflect the position of Chapter 790 or of the Experimental Aircraft Association (EAA). Permission is granted to others to use any non-copyrighted material appearing in this publication so long as credit is acknowledged. Any copyrighted material appears with the permission of the copyright holder and may not be reproduced without his/her permission.



President's Message

November already! At this time of the year we start looking back over the events of the summer and say, "where did it go"? I'd

like to challenge you. What did you do to improve your flying? Are you a better pilot now than you were in May? For example, did you:

- Attend any wings programs?
- Get a new endorsement?
- Get a new rating?
- Take ground or flight lesson? (BFR does not count)
- Attended a Forum at AirVenture?

However you might have improved your insight to flight or your flight skills, don't let it go to waste. During the winter months, strengthen what you started this summer. Winter is not only a good time to add to that knowledge base but also to plan what you want to accomplish in the coming year. Don't think just getting

a BFR every 24 months keeps you on the top of your game. If you've never planned a way to stretch your flying knowledge, it's never too late to start.

On another topic, we are planning to assemble a DVD library for chapter members to use. If you have any DVDs you can loan to the 790 Chapter for this use, please let me know. We would like to start making DVDs available to members at the January meeting. A list of titles will be printed in the newsletter when we are ready with the library.

I'd like also to mention that we have some great guest speakers in store for our future meeting - don't miss them!

Now, on a personal note, the following is an unpaid advertisement: My son's baseball team is having a Comedy Night fundraiser and it happens to be at Mill Rose Restaurant. The date is Saturday, November 21st from 6 to 10 p.m. Tickets are \$35 each. Food and drinks will be sold separately from a special menu with all items under \$10. There will also be a 50/50 spilt-the-pot and also a raffle. Please let me know as soon as possible if you would like to come and have a few laughs with some flying friends.

Elton

November 3rd EAA Chapter 790 Board Meeting Minutes

The EAA 790 Board meeting was held at Schaumburg Airport. The meeting began at 7:30 p.m. Attendees were Glen Brisson, Lon Danek, Brad Delisle, Elton & Nancy Eisele, Tom LeGates, Ron Liebmann, Rob Nelson, Mike Perkins, Jim Pratt, Ole Sindberg, Tom Solar, Rob Strickland, and Jeff & Barb Wilson.

December Board Meeting: Nancy Blazyk has offered to host the meeting at her house.

November Members Meeting: The meeting will again be held at the Barrington Library. Will Murray will be our speaker. Will was the pilot of a 747 airliner that landed with only partial gear down. Elton asked if we had signs for the meeting and we do not. Rob Nelson will create one for outside the library, and one for the meeting room door.

Rose Picnic: Ron asked if we would have an article about this for the newsletter. The editors indicated that they had not been able to attend the event. Ron will provide a write-up for the newsletter.

Banquet: Ole indicated that he has reserved the Crystal Lake CC for February 27, and reiterated that our speaker would be Denny Fitch. He indicated that he would work with the CC to get the same menu as last year (beef, chicken, fish) and would report back on pricing.

Treasurer's Report: Lon gave us status on our bank balance, which is still in good shape. He was asked if we would be giving out calendars with renewals this year, and he indicated he was working with Chapter 1414 and several others to place a combined order, which will reduce our cost. He will acquire 40 calendars for our use. He also gave us more information on our tax filing situation. We now have an EIN, so we are in position to prepare our return for 2008.

AirVenture Camping: Elton reiterated that Jeff and Barb will head up the committee on this. Jeff indicated next year we needed to gather info on our camping needs earlier than we did this year, and Ron suggested we have this in hand by 5/1. Info
(Continued on page 4)

(Board Minutes continued from page 3)

will include campers names, dates they will need a site, and area(s) where they plan to volunteer. Jeff indicated he will ask for volunteers for the committee at the November members meeting.

Miscellaneous: Elton informed the board of a fabricating class that would be held at the Rochelle airport on 11/7. He also indicated that Ken Kresmery had come up with some used pistons for our speaker thank-you gifts. Thanks, Ken!

The meeting was adjourned at 8:20 p.m.

Submitted, Tom LeGates, Secretary



October Meeting



Photo: Tom LeGates

Having the distinction as the youngest naval aviator of WWII, Chuck Downey flew from aircraft carriers during the war. Pictured here (center) with Tom Solar and Ed Berthold, Chuck shared stories from his carrier days, as well as other aspects of his aviation adventures since that time. We want to thank Chuck for a very informative and entertaining evening. Thanks also to Tom Solar and Brad Delisle for making arrangements for Chuck's appearance.



Next Meeting

United Captain Will Murray will discuss his emergency-landing in a 747-400 without nose gear and wing gear down. Will entered the Naval Aviation flight program and took his wings in the US Marine Corps, remaining on active duty until late 1959. In 1960 he went to work for United and flew for them just shy of 34 years. He managed to fly, in one

seat or another, every plane United had except the French Caravelle and the Boeing 720. He finished up in 1993 on the 747-400. We are extremely fortunate to have Will as a presenter and hope you can be there.



Blown in From the Winds Aloft

Be sure to mark February 27, 2010 on your calendars for our **annual banquet**. Our guest speaker for the evening will be **Dennis Fitch**, a DC-10 flight instructor and one of the four pilots aboard the fated Sioux City DC-10. Aboard **United Flight 232**, Dennis assisted the regular crew in learning to use throttles-only to control the jumbo jet over a scant 45-minute period. Dennis has an interesting night planned for us. As in the past few years, the banquet will be held at the well-received Crystal Lake Country Club.



Recognizing Our Members

Those who have joined the Chapter in the last several months:

Dale Randol

(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)

Overheard

Omaha Approach: "Southwest 405, expedite your descent though 3,000. Traffic at one o'clock and seven miles, a Citabria northeast-bound at 3,500."

Southwest 405: "Roger, expediting through 3,000. Is the Citabria doing aerobatics?"

Omaha Approach: "No, but he will be if you don't expedite below 3,000."



Safety Corner

Metal-bending Crosswinds

by Mike Perkins

RV-6 builder Carl Hay wrote for Van's Air Force Home Wing publication in May 1999 an article on improper handling of a crosswind.

"As we flew along, it was clear that we had a VERY strong wind to contend with. About 40 miles out, we switched to Loreto tower, to see what the winds were there. We heard people check in, but couldn't hear tower response. Finally, at about 30 miles out, we heard that winds were 220 degrees at 32 knots. Since the runway there is 16-34, we knew that we would have a major crosswind to contend with. At about that time, a pilot reported severe turbulence descending into Loreto about 15 miles north. I checked our seat belts for tightness, and we began to descend out of 7,500'.

"At about 5,500 feet, we really got rocked. Fortunately, I had slowed the airplane down, and we were tightly belted in. I reported the turbulence to tower, and suggested that flight over the water (further east) might be smoother. At one point, I looked over at the G meter, and saw +4 and -2. This was definitely the worst turbulence I had ever been in. As we got lower, however, the turbulence got better, and I jogged over to line up with the runway. I warned my passenger that "this is liable to be wild." Three guys departing in EZE's called us, to warn that we would have at least a 20 knot crosswind component.

"I had to hold an amazingly large crab angle to hold the runway, as I descended through 500 feet. I decided to continue, since my experience was that often the wind dies down considerably close to the ground, and, I had handled some pretty severe crosswinds in the past. As I crossed the runway threshold, things weren't looking so bad. I was able to get the airplane lined up on the runway, with little or no drift. I got the airplane on the runway, in pretty good shape. I hadn't rolled very far, however, when it started to skip across the runway, despite my application of full right aileron. I could hold the nose straight with rudder, but I simply couldn't stop the airplane from skipping. It skipped twice, or maybe three times, when I heard a very loud tire squeal. I was not applying brake, so I couldn't understand what had happened.

"At that point, the airplane went up on its nose, and I heard the propeller hit the runway. (This is definitely NOT a happy sound.) The wind then pushed the tail around, and the airplane fell back on the tail, pointed at about 270 degrees."

What are some of the things that would have worked out better for Carl?

Most of us will go around if we're too long on short-short final. And most of us will go around if there's an aircraft on the runway. But will we be prepared to go around if we're already on the runway but skittering sideways? I wonder. Or would it be just making a dangerous situation even more dangerous? Either way, by that point it's a split-second, metal-bending decision.

Carl wrote that he "had to hold an amazingly large crab angle." Unlike type-certificated aircraft, experimental aircraft have a rather short, abbreviated, non-rigid test-flight process. Often, experimental aircraft pilots rely on anecdotal performance figures passed on from one builder to another. By contrast, type-certificated aircraft use demonstrated numbers whereby factory test pilots sneak up on maximums, eventually reaching the point where things start to get hairy, stopping short of bending metal.

Recall that Carl wrote the tower was reporting 32 knots from 220. Landing on runway 34, the crosswind component would have been 31.6 knots. Flying a type-certificated aircraft with a 20-knot demonstrated crosswind onto a runway with a 32-knot crosswind would usually not be considered remotely sensible. But for an experimental aircraft, attempting such a landing could be thought of as simply attempting to add another data-point to the demonstrated crosswind performance, albeit foolishly.

That wind speed translates to 38 mph. To touch down at 66 mph with a crosswind of 38, well, yes, some pretty amazing angles are involved. Skip (or skitter) results when the friction between the tires and runway is insufficient to prevent sideways movement against the crosswind. And no amount of crosswind technique can prevent it.





More photos from the Rose picnic



Calendar of Events 2009/2010

*November 24 (Tue).....Members meeting, Barrington Library, 7:00 p.m. Captain Will Murray, speaker.

*December 1 (Tue)....Board Meeting, Home of Nancy & Larry Blazyk, 7:00 p.m.

*December 22 (Tue)..Members meeting, Barrington Library, 7:00 p.m. Annual Christmas party, bring a food item to share.

*February 27 (Sat).....Annual Banquet, Crystal Lake Country Club, 6:00 p.m. Guest speaker will be Dennis Fitch.

* Event added/revised 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.



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: Hangar at Lake-in-the-Hills Airport. Fully insulated, well-lighted throughout, convenient electrical outlets. T-type, 42 feet wide. Mid-section is 34 feet deep and 20 feet high. Hanger P-43. Call **847-903-5173**.

For Sale: 1/5 share in 1967 Cherokee 180. Hangared at



The Landings, this aircraft has been meticulously maintained. 3400 TTAF, 570 prop & engine which is factory remanufactured. Full IFR panel includes dual nav/com, GS, BK89B IFR cert. GPS.

S-TEC A/P w/alt, audio w/4 place intercom. Asking \$12,500, for details contact **Jay Frymark, 262-376-4345**, or jfrv-mark@ameritech.net.

For Sale: Builders Equipment - Three-foot Brake (finger), Four-foot Shear, Sheet Metal Tools, Rivet Gun, bucking bars, clecocs and tools, Cherry Rivet Tool, Tubing Benders, Flaring Tools, Acetylene Torch and tanks, Angle Grinders, Air Sander, Compression Tester, Timing Light, Aircraft Valve Seat Grinder. **Contact George Jenny at 847/683-3594, Burlington, IL**.

For Sale or Trade: 1947 Super Seabee. N3262G, S/N 361, TT ~ 2100, Lyc GO 480 w/330 SMOH. 3 blade prop, STOL droop tips w/ wing extensions. OH power quad-



rant, wide spray rails. Elect. hydr. gear & flaps. 3 bilge pumps. Paint & int. 7+. All Ads & mods. Annual incl. w/sale. **Contact Ken Kresmer 847-742-0000**

Flight Reviews

BFR Special: Ole Sindberg is offering a Biennial Flight Review for any Chapter 790 member for \$60.00. 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: Oleeve@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 boboquinnCFI@gmail.com

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.

EAA CHAPTER 790

2010 Dues Payment

Please Print

Last Name	First Name	Spouse	EAA Membership Number
Street Address	City	State	Zip
Home Phone	Work/Cell Phone	Email Address	Own Acft/Project Y/N Model or Type

I would like to receive the newsletter by U.S. Mail _____ Email _____ (Check One)
Dues for 2010 **\$25.00 Family/Individual** **\$10 Out of state (Email)** **\$10.00 Student**

*Part of your dues payment may be used
to support our Scholarship Fund
Thank you for your support*

**Mail check To: EAA CHAPTER 790
P.O. Box 1206
Barrington, IL 60011**

**NEXT CHAP-
TER
MEETING**

Our next meeting will be held on **Tuesday, November 24** at the Barrington Library. United Captain Will Murray will discuss his emergency landing in a 747-400 without nose gear and wing gear down. We are extremely fortunate to have Will as a presenter. Hope to see you all there around 7 p.m.



TO:

