

FT 3000 6000 9000 12000 18000 24000 30000 34000 39000  
STL 1910 2212+13 2712+09 2820+03 2831-09 2829-20 263936 266145 267657  
SPI 1409 1711+13 2506+08 2613+02 2733-10 3026-21 284336 276345 268558

## **WINDS ALOFT**

BRL 1513 1515+12 2009+07 2714+01 2624-10 2937-21 264637 276046 268358  
DBQ 1216 1420+11 1711+05 2109+01 2421-13 2725-22 284037 275248 267459  
JOT 1115 1211+11 9900+05 2105+01 2727-11 2826-23 294737 276347 288259

### **Newsletter of EAA Chapter 790 October 2009**

#### **OCTOBER MEETING - CHUCK DOWNEY OUR GUEST SPEAKER**

Having the distinction as the youngest naval aviator of WWII, even a bit younger than George H. Bush, the pair of them flew from aircraft carriers during WWII. To this day, the two carrier pilots continue to stay in touch with each other. For Chuck's 85<sup>th</sup> birthday, he flew his biplane from Poplar Grove to California. He's been a mentor to some present-day naval aviators and also helped start American Airlines' training academy in Ft. Worth. Come to our next meeting at the T-28 shop on October 27<sup>th</sup> to hear Chuck talk to us about portions of his interesting life.

#### **SEPTEMBER'S MEETING IN REVIEW**

Many thanks to our very own Hal Richter for giving us such an interesting glimpse of Air Force life in Japan as a flight engineer flying cargo and personnel into Korea during the conflict. His 8mm home movies, transferred to DVD, were a wonderful backdrop to his narration and personal story.

#### **CHAPTER CALENDAR**

**October 24** (Sat) - Young Eagles Rally, Lake-in-the-Hills Airport, 9:00 a.m.

**October 27** (Tues) - General Meeting, held at the T-28 restoration shop located in Crystal Lake on Route 14 just east of Route 31 behind the Citgo station. It will feature WWII Navy pilot Chuck Downey.

**February 27** (Sat) - Annual Chapter Banquet, Crystal Lake Country Club. Our guest speaker will be Dennis Fitch.

#### **DENNIS FITCH - ANNUAL BANQUET SPEAKER**

Dennis Fitch was the training captain riding in the back of the ill-fated United Flight 232 DC-10 that crashed in Sioux City when all flight-control hydraulic power was lost. After coming forward to assist, Dennis manned the only things that were left to control the airplane, namely the throttles. He was severely injured but survived and eventually returned to his flying duties at United. Dennis will be telling us about the experience and the truest meaning of cockpit resource management. Thanks to Ole for setting up this entire evening scheduled for February 27. Save the date!



## **PRESIDENT ELTON'S MESSAGE**

Hello Everyone! Now that we have ended this year's summer flying season, it's a great time to get up and see the fall foliage. It's also time to get back into the habit of coming to the Chapter 790 meetings! We have some great plans for this fall and winter meetings you don't want to miss them! I want to thank Bill Rose for once again having the chapter over for our annual picnic at his house. Loved those ribs and ham. Let's hope the weather holds out for our Young Eagle event on Saturday at Lake of the Hills Airport. Hope to see you there as well as our meeting next week at the T-28 restorations shop in Crystal Lake. Bring a friend!

*Elton*

## **DUES DUE**

Remember that it's time to pay chapter dues. Regular dues are \$25. Please see Lon Danek at the next meeting with cash or a check. Or mail a check to EAA Chapter 790, P.O. Box 1206, Barrington, IL 60010.

## **SAFETY CORNER - 25 YEARS OF AVIATION WISDOM**

*For a quarter of a century, NASA has been collecting and compiling safety-related reports from pilots, mechanics, controllers, and ramp workers. In their monthly publication, Callback, there are frequent pearls of wisdom. In 2004, Callback celebrated its 25<sup>th</sup> birthday by publishing 25 pearls taken from hard-earned and sometimes expensive lessons. It is reprinted below:*

Many ASRS reports conclude with a statement of the lesson (or lessons) learned by the reporter. Here are 25 important lessons culled from the collective wisdom of the reports submitted to NASA's Aviation Safety Reporting System over the past 25 years.

1. I learned that it is better to divert early than to press on in deteriorating conditions hoping for a positive outcome. No one should attempt to "scud run" in marginal VFR conditions as I did (with a near disastrous result).
2. Even though I have been flying for a number of years, I learned a valuable lesson, about how fast weather can close in and how stupid it is to "assume" that the weather will clear.
3. For every flight I make now, IFR or VFR, outside air temperature and icing forecasts will receive very close attention. I will never again fail to scrutinize approaching IMC for icing. It is an insidious trap.
4. Not knowing if the other aircraft was being provided advisories shouldn't have been a factor: It's always, "see and avoid" out there.
5. They say a good approach leads to a good landing. Early recognition of a bad setup will enable a go-around and prevent getting "into the hole" where few options remain.
6. No matter how familiar the other guy says he is with the airport, monitor, monitor, monitor.
7. From now on I'll visually check the fuel myself and I'll keep track of the fuel I'm using in flight.
8. Here is what I learned: a) To the extent possible, always get prepared on the ground, not while in the air. b) Don't let external pressures like time make you do something you haven't thoroughly prepared for.
9. I was making a rushed approach to land. I have learned that when I am rushed is when I really need to take the time for the checklist.
10. I guess the lesson to be learned is not to let personnel (station, refueling, etc.) or situations rush and distract you in your normal duties. Sometimes inattention to the small details will cause as many problems as the large ones.
11. In a real-life emergency, the work load and noise can be more distracting than the simulator can emulate. Don't get distracted from the first priority - fly the airplane! Concentration is key.
12. Post-flight concentration may have dropped after a successful landing in poor conditions. As they say, "The flight's not over until the aircraft is stopped and the engine is shut down."
13. I was counting on the autoflight system to fly the departure as it was supposed to and got a little lax. Lesson learned! Always back it up and don't relax. Garbage in, garbage out. If the route isn't in there or it drops out, you're not going to fly what you're thinking you'll fly.
14. In retrospect, doing a go-around to troubleshoot the problem wasn't too smart. We had a perfectly good runway right in front of us.
15. Any time an aircraft is damaged, don't fly it until it can be proven that all necessary actions have been taken to return the aircraft to an airworthy condition.
16. I blame the mistake on simple overconfidence. Experience, it seems, is no replacement for doing one's homework.
17. Line check airmen can make mistakes.
18. I could have done a better job of communicating. It must be difficult enough to be a controller in these situations, let alone a mind reader. The old saying goes, aviate, navigate, and communicate. And, as I just learned, communicate clearly. Leave the guesswork on the ground.

19. I learned that if ever there is a doubt, not only as to what ATC said, but also what they meant. I should become absolutely clear of ATC's instructions, especially before taxiing onto an active runway.
20. I assumed that the traffic situation would work out. I learned a valuable lesson for controllers: Never assume anything.
21. It has been my experience that transmissions shouldn't be made to aircraft during the takeoff roll unless absolutely necessary.
22. Looking back on it, I learned two things: 1. Take the time necessary to do the work right even if there is pressure to get the plane out. 2. Always check the part number, no matter who says it's the right part.
23. Always carefully check the MEL book when deferring an item and also check for special procedures. Special procedures may not be listed on the MEL (Minimum Equipment List) placard.
24. I pointed out to the gate agent that Federal Aviation Regulations specifically prohibit boarding a passenger who appears to be intoxicated. Never let anyone talk you into it. The situation never gets better. It only gets worse.
25. ...The timely and accurate flow of information from the cabin to the cockpit was vital in resolving the situation. Lesson learned: CRM (Crew Resource Management) works!

## **BOARD MEETING MINUTES**

*The last EAA 790 Board meeting was held October 6, 2009 at Schaumburg Airport. The meeting began at 7:40 p.m. Attendees were Glen Brisson, Lon Danek, Nancy Eisele, Elton Eisele, Herb Gottelt, Tom LeGates, Mike Perkins, Jim Pratt and Ole Sindberg.*

**AirVenture Camping:** Elton discussed setting up a committee, to be chaired by the Wilsons, to work to improve our camping experience at AV, and try to make it more inclusive of all chapter members. He also reiterated the need to get feedback on our camping needs to Tom Poberezny, as he requested when he visited us in June. Elton will review the draft that Lon put together.

**Chapter Banquet:** Ole indicated that we needed to get our reservation in place if we wished to utilize the Crystal Lake Country Club again this year. After discussion, Ole was requested to pursue a reservation on 2/27, 2/20 or 3/6. Ole indicated he would try to get Denny Fitch as our speaker.

**Meeting Speakers:** Speakers for future meetings were discussed. The speaker for our October meeting at the Restoration Shop will be Chuck Downey. Ole suggested he, Clyde Ericson, and Ron Wilson could give a talk on the Global Peace Initiative in November. December will be our annual holiday party. Suggestions for early next year included a talk from a 747 pilot with landing gear problems (name?), a Mike and Ole safety presentation on a Prescott Pusher pilot who had multiple concurrent failures in his airplane, and Paul Koziol, president of Chapter 1252 in Cleveland (Elton's suggestion).

**Rose Picnic:** Jim Pratt passed out copies of an excellent picture of the Eclipse Jet doing a low pass during the picnic.

**Plane Wash:** The idea of a plane wash had been proposed via email to the board. The idea was to sponsor a plane wash in conjunction with the October Young Eagles rally. Due to weather concerns no wash will be held this year, but we will discuss it for next year's warmer weather.

**Chapter History:** Elton again mentioned he is building a Chapter history, and asked for input from board members on past Chapter events.

**Chapter Website:** The board discussed the current state of the website and the need to keep it up to date. Ole Sindberg offered to see if he could find someone in his family to assist with the upkeep on the site.

**Treasurer's Report - Taxes:** Lon discussed new information concerning tax filings that may be required of the Chapter going forward, and perhaps retro to 2008. He is still collecting information, and will keep the board informed at later meetings.

**Reedsburg Fly-out:** The fly-out to Reedsburg is on, weather permitting. Tom LeGates was asked to email a reminder to our members.

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

Submitted, Tom LeGates, Secretary

## **OVERHEARD**

Tower: *"American 123, it looks like one of your baggage doors is open."*

Captain: *"Ah, thanks tower, but you must be looking at our APU door."*

Tower: *"Okay, American 123, cleared for takeoff."*

Captain: *"Cleared for takeoff, American 123."*

Tower (during takeoff roll): *"American 123, ahh ... it appears that your APU is leaking luggage."*

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