

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 August 2010**

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#### **AUGUST 24 - UPCOMING MEETING**

Join us this Tuesday evening for a recap of our members' AirVenture experiences and a photo presentation. We'd also be most happy if you have a story to tell or a photo to share. In addition, Elton will be showing us a historically-significant WWII artifact and will have a story to go along with it that is sure to be quite amazing.

The meeting will be held at the Barrington Public Library, Barrington, Illinois on August 24. Social hour begins at 6:45 pm and the meeting will start at 7:30. Coffee and cookies will be provided at the mid-meeting break.

#### **PILOTS WANTED FOR RFD YOUNG EAGLES: BOY SCOUT CELEBRATION**

Airplanes and pilots are being sought for a Young Eagles Rally to be held on September 25 in Rockford, hosted by EAA Chapter 22 in celebration of the Boy Scouts of America's 100<sup>th</sup> anniversary. It is hoped that over 1000 Boy Scouts will get their first ride that day at Chicago Rockford International Airport (RFD). The event has the endorsement of the RFD facility managers and the tower crew is on board to facilitate easy access. Overall, between 5000 and 7000 are expected to be in attendance.

Steven Pierson, event coordinator of the Aviation-Centered Camporee, is asking for our support. Steve is an EAA Chapter 22 member and is very active also as a BSA committee member, scoutmaster, and Venturing Crew Advisor. If you can fly this event, please contact him at 815-222-7967 or [STPEnt5@T6B.com](mailto:STPEnt5@T6B.com). Steve needs to get commitments in order to plan this event, so please respond as soon as you can.

#### **IF YOUR ENGINE QUILTS**

##### **- What Approach to Landing Will You Use?**

By Bob O'Quinn

During their biennial flight review (BFR) when tasked with simulating an engine-out landing, the majority of pilots who attempt a straight-in approach had to add power to make it to the runway. Those who set up a downwind entry at the standard pattern attitude usually made it without adding power. There is a

clear message here, which is the basis of this article.

Most pilots will never have to deal with an in-flight engine failure. However, if it happens and the engine cannot be restarted, you trim the aircraft for best angle of glide, select a good landing area... but do you know if you can maneuver the aircraft to the touchdown point of your chosen location?

The key to maneuvering an aircraft without power to the touchdown spot you have chosen is to fly the same, consistent traffic pattern every time you land, whenever possible. Begin with a 45-degree entry to the downwind leg at the standard traffic pattern altitude (1,000 ft. AGL), turn to base with the runway threshold about 45 degrees behind the wing, and turn final to align with the runway. And, abeam the intended touchdown point, reduce the power to idle. Following those general guidelines, adjusted for wind and traffic, will help create a familiarity for developing consistent landings.

Flying a consistent pattern helps establish reliable sight pictures of what the runway should look like for each leg of the pattern. It also helps increase awareness of the proper glide angles and what they should look like, especially on final.

Be aware of how small or large, distant or close objects on the ground appear when flying the standard traffic pattern. Get used to what it should look like and then try a few experiments to refine your altitude estimate. For instance, fly to a sparsely populated area and level off at 1,500 ft. AGL and observe various objects. Next, descent to 1,000 ft. AGL and then 500 ft. AGL and note the difference at each altitude.

Now, climb back to 1,000 ft. without reference to your altimeter and level off. More than likely you'll be very close. Practice this experiment occasionally to keep it fresh in your mind. In fact, every time before you enter the traffic pattern at an uncontrolled airport, practice descending (without reference to the altimeter) to what you estimate to be pattern altitude and then look at the altimeter to determine how well you did.

Interestingly, if you're not at the standard traffic pattern altitude but have set up the 45-degree angle turning downwind to base, your altitude will compensate for the distance; if you're low, your base will be closer, and if you're high, it will be farther out.

Just a few words about selecting an emergency landing spot. Always be aware of the wind direction and the approximate field elevation of where you are at any given time. With sufficient altitude, you should be able to land at one of the 19,000 private and public use airports scattered around the country. The FAA recommends an open field, but be aware of ditches, stumps, holes and other obstructions, including live-stock. Roads are generally not a good choice because of traffic and power lines. For aircraft with fixed landing gear, a properly controlled flight into trees generally is considered a better, more survivable choice than a water landing.

## **WORDS TO PONDER**

Life is like flying a brand new airplane for just one single flight. We're built when we're born, we takeoff when we're young, we establish our course, and fly the route we choose. When we get close to our destination, we slow down, dump the flaps and retire. Eventually we line up for the approach and pray for smooth landing and safe arrival.

Words of wisdom may not sound like much coming from a 20 year-old, but this is something I just thought of while sitting in the pilot shop where I work. It's a reminder to myself not to get caught up in gossip, money, gut-turning politics, and heart wrenching news. I have no fear because I know my life will lead me wherever I'm meant to be.

To all my fellow aviators: enjoy every flight, and enjoy every moment. We have just one life to offer this world.

- Brad DeLisle, pilot and aircraft builder

## PRESIDENT ELTON'S MESSAGE

Everyone is talking about how fast the summer went by! As I prepare to start my twenty eighth year at Niles North High School I'm also preparing to start the fall season with Chapter 790.

This month's meeting is one you don't want to miss. We will be sharing events of AirVenture 2010 from members that participated in the many different volunteer areas. Most important, we will be getting your ideas of what we want to do this year with events and guest speakers. To help us out, you will be getting an email questionnaire that should take you all of 3 minutes to fill out and send back. The board would like your input so we can make this the best year yet for 790.

See you on Tuesday, August 24! - - *Elton*

## BOARD MEETING MINUTES

EAA Chapter 790  
Board Meeting Minutes  
August 10, 2010

*The EAA 790 Board meeting was held at the Schaumburg Airport. The meeting began at 7:09 p.m. Attendees were Lon Danek, Elton Eisele, Rob Nelson, Mike Perkins, Tom Solar, Barb Wilson, Bob O'Quinn, Brad Delisle, and Glenn Brisson.*

### **AirVenture:**

There was a recap of the camping situation at the AirVenture. Six people signed up for camping, this year. There was some discussion for enhancing next year's camping experience. A Brat Fest in conjunction with another chapter was one idea proposed.

### **Treasurer's Report:**

Lon recapped our current funds, balance and reported we have 84 paid members.

### **Membership:**

A membership drive at the end of summer will be attempted when there are more people consistently at home. An e-mail survey will be sent to members to get feed back of what the members want from the club.

### **Meetings:**

The August meeting will be set aside for a wrap-up of AirVenture 2010 and discussion of plans for next year. Brad commented about having more membership speakers if at all possible. The September meeting will be Barbara Sellers. There was some discussion about changing our monthly general meeting to an airport, possibly Lake in the Hills. This may be starting in October.

*The meeting was adjourned at 9:00 p.m.*

*Submitted, Nancy Blazyk*

## IT IS WRITTEN

Instrument flying is an unnatural act probably punishable by God.

- Gordon Baxter

The worst thing you can hear any pilot say is, "Hey, watch this!"

- Mike Perkins

Somebody said that carrier pilots were the best in the world, and they must be or there wouldn't be any of them left alive.

- Ernie Pyle

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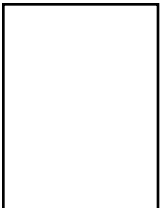
## Pre-meeting Checklist

- ✓ **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](mailto:michael.perkins@rauland.com) or [trlegates@comcast.net](mailto: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.



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