

Robert Nelson

From: Tom LeGates [trlegates@comcast.net]
Sent: Sunday, February 20, 2011 2:58 PM
To: Tom LeGates
Subject: Winds Aloft for February 2011

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
 February 2011**

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PAUL RANIERI'S GLASTAR WORKSHOP VISIT

On Saturday, February 12, Chapter 790 members attended the open house workshop at Paul Ranieri's home in Palatine to check out his Glastar which is under construction. I arrived at 10:30am to already find Paul and three other guys talking about his plane. By the way, the workshop air was filled with the aroma of Paul's homemade chili which was brewing on a back table. Within a short time more guys showed up.

At this time the plane is on its tricycle landing gear and has the panel installed, hooked up and turned on for us to view. No round gauges for Paul - in place was a beautiful glass panel. Within a short time the interior can be installed. Paul had made the stab & wings earlier and had them in an overhead rack in the workshop. The engine will be an O-320 which has been rebuilt and is awaiting installation. Paul even has a car lift in his shop which he is utilizing to level the plane.

This aircraft has a welded steel cage which is the cockpit area upon which is bolted a pre-formed fiberglass fuselage. The fiberglass is then glued together and the seams are filled. Once this was completed, Paul took the fuselage to a Macco paint shop and hired their painter to spray the assembly with paint that Paul supplied. The final outcome was beautiful.

Paul praised the help he has gotten so far from his A/P friend, Dave, who works at DuPage, and Mike Perkins, Paul's primary technical counselor.

Summing it all up, it was very evident to this tech counselor that Paul's skills are of the highest level. His additions to the aircraft's ventilation system show that he is really using his skills as a mechanical engineer in the building process.



PRESIDENT ELTON'S MESSAGE

Wow. As you might know by now, it's time for our annual Chapter 790 banquet. We have a great guest speaker that you don't want to miss! Mr. Dennis Fitch, an off-duty UAL DC-10 flight instructor, was seated in the back as a passenger on United Flight 232 when there was a loud bang from the rear of the aircraft. After joining the pilots on the flight deck, Fitch took control of the throttle levers and began to work with the throttles to maintain control of the aircraft. He was also crucial in the decision making process that saved so many lives on that flight that ended in Sioux City that afternoon of July 19, 1989. This is a speaker that you do not want to miss.

We are still taking your reservations but we need to know if you plan to attend now! You'll find details about the banquet later in the newsletter. I really don't think you'll want to hear about what you missed so make your plans now to be there!

Some big events have been planned for the spring and summer so start getting your schedule in order now. Future meetings we are looking to include an Air Traffic Controller, a speaker that has researched airports that no longer exist in our area, a local pilot who flies a Russian MIG-21 based at DeKalb Airport. Our May meeting will be the first to be held at Ted Lipinski's hangar at Lake-in-the-Hills. This event will have food and the various businesses located at the airport will introduce themselves to our membership. This is just the beginning of a great year ahead of us. Start planning now and get involved!

Those who have Chapter DVDs.... plan to return your DVD you have borrowed at the March meeting. If you wanted to borrow it and watch it there are probably others that want to see it as well. Please return in a timely manner so others can view them.

Remember, sign-up today for the banquet if you haven't already done so by calling Lon Danek!

Elton

MARCH: COZY WORKSHOP VISIT PLANNED

There is a March 19 Home Workshop Visit to John Peroutka's Cozy Mark IV at 10 AM. John is building a Cozy Mk. IV at his home in Algonquin. John and DeAnn's address is 6 Tregonwell Court, Algonquin, Illinois, 60102. This is a great opportunity to see John's excellent work.

ANNUAL BANQUET INSTEAD OF REGULAR MEETING

There will be no meeting Tuesday, February 22. Taking its place on Saturday, February 26th, will be our annual banquet at the marvelous Crystal Lake Country Club, 721 Country Club Road, Crystal Lake. The cash bar and visiting will open at 6 PM. Dinner will be served at 7:15.

INVITATION TO CHAPTER 1414 ANNUAL BANQUET

We are invited to join Poplar Grove EAA Chapter 1414's Annual Spring Banquet set for Saturday, March 26, 2011. It will be held at the Hoffman House, 7550 East State Street, Rockford IL. Cocktails at the cash bar will begin at 6:00 PM with dinner served at 7:00 PM. The menu is Prime Rib (\$32), Atlantic Salmon (\$25), Chicken Marsala (\$25), and Herb Roasted Pork Loin (\$25). Each includes garden salad, dinner roll, baked potato, mixed vegetables, coffee, tax and gratuity. Chapter 1414 will provide dessert. Checks should be sent no later than March 18, 2011 to Adolph Svec, Treasurer, 19009 River Rd, Marengo, IL, 60152.

DEBRIEFING – JANUARY'S MEETING

Dave Boone, a former student of the late William Kershner's, who claims to be the "bad" example in Kershner's flight instruction books, gave us a presentation of his varied and lengthy flying career in the bush, for our Navy, and for American Airlines, as well as simultaneously building and restoring three different aircraft. We thank Dave for generously sharing those experiences with us.

BOOK REVIEW

Write your own newsletter book review. Send to mike.perkins@rauland.com.

SAFETY CORNER – TAXIING CORRECTLY

Correct taxiing is all about compensating for relative wind. We all know how we were taught to taxi and how we should taxi. So we all know about the case where the wind is 18 knots from a relative angle of 135 degrees to your aircraft and you're taxiing at a brisk walk-speed of about 4 knots? The control input should obviously be appropriate for a quartering right tailwind.

But what about taxiing at 18 knots with a 10 knot wind from the same 135 degree relative angle? It's a whole different case because now the wind across the flying surfaces is a bit like that of forward flight, but with a portion of the horizontal surfaces blanketed by the fuselage. So the control inputs should be to compensate for that. But now begin to slow down in the same direction. At some point, the relative wind changes entirely and things reverse for the PIC!

I suppose one thing a PIC can do is imagine there's a piece of yarn taped to the wing. Imagining what that yarn is doing is the key to compensating with flight controls. At some point, taxiing becomes almost like flying, especially with flaps deployed. And when you're a tail-dragger, you always have "flaps deployed and more" because of the wing's angle. (So Cessna and Piper folks, please have patience behind taildraggers because they are very close to approaching flying condition while taxiing.)

Taxi accidents usually just bend metal, but they can be very expensive and embarrassing. A PIC can probably taxi for a lifetime without thinking much about wind vectors while taxiing. Then again, there's that one time.

The other thing a PIC can do is simply taxi at a "brisk walk," the FAA's term to describe correct taxiing speed. That way, a PIC doesn't need to think about their speed in terms of wind vectors versus aircraft vectors, just simply the direction of the wind relative to the aircraft.

But if you're like me, you'll probably have observed more aircraft taxiing faster than only at a brisk walk. Maybe even your aircraft. If you fall into this category, then perhaps keeping that yarn in your mind may not be a bad idea for achieving a taxiing wind vector picture.

- Mike Perkins

DELTAHAWK UPDATE

Our friends at DeltaHawk have been very busy. Although they have continued to delay their certification of their diesel aviation engine since at least 2006. Their new target of 2011 is backed by lots of new capital investment. Their new 70,000 square-foot facility is located at John H Batten Field in Wisconsin. The engine has been in development for fourteen years. Some of us will remember Doug Doers' visits to our chapter and our visits to his facility. AvWeb reports that DeltaHawk has recently grown from seven employees last year to its current size of 23. Watch an interview with their CEO, Diane Doers, Doug's wife:

http://www.avweb.com/avwebflash/exclusivevids/SunNFun2010_Video_DeltaHawk_Engine_Update_2023731.html

BOARD MEETING MINUTES

EAA Chapter 790
Board Meeting Minutes
February 7, 2011

The EAA 790 Board meeting was held at the Schaumburg Airport. The meeting began at 7:30 p.m. Attendees were Glen Brisson, Brad Delisle, Elton Eisele, Tom LeGates, Ron Liebmann, Ole Sindberg, and Rob Strickland.

Banquet: Sign-up status was discussed. Tom suggested we once again make some personal calls to remind our members of the approaching deadline. He will provide Ole and Elton with some names and numbers.

Pistons: Elton questioned if we should be acquiring more pistons as our speaker thank-you gifts. It was unanimously agreed to do this. Ken Kresmery was identified as our supplier, and Elton will pursue.

Awards: Elton inquired if we wanted to present the "Spirit of Flight" award again in 2011. Possible candidates for the award were discussed.

Young Eagles: Elton recapped his conversation with Nancy Blazyk and Bud Herod concerning joint chairperson-ship. The desire is to get a more firm commitment from event helpers prior to the actual event. Elton proposed and discussed putting together a "job description" for event workers to help get the commitment. We will try this approach for a YE event in May. If successful the "job description" concept could be extended to other chapter positions.

Work Weekend: Ron questioned available dates for the Chapter to spend a weekend helping Oshkosh get ready for AirVenture. Elton will contact Bud Herod to set up a date for us.

The meeting was adjourned at 8:15 p.m.

Submitted, Tom LeGates, Interim Secretary

OVERHEARD

Aircraft: "Tower, Cirrus 504PG, 10 miles west. Request 7."

Tower: "Cirrus 504PG, report midfield, downwind, 7."

Aircraft: "Uhh — Cirrus 504PG is 10 miles **west**, inbound for 7."

Tower: "Let me turn my monitor around. . . . O.K. Cirrus 504PG, report three-mile final for 7."

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