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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

December 2011

In this Issue:

President's Column

Annual Banquet

Debriefing: November Meeting

Dues: It's Re-Signing Time

Safety Corner: Doing Something About It

Video of the Month

Champ for Sale

PRESIDENT'S COLUMN

The December chapter meeting will be a Christmas Party at the Barrington Library. What could be better than to eat and talk Flying! This is an excellent opportunity for you to bring others in your family that normally wouldn't come to the meetings. This could also be a good time to bring a friend that would enjoy just meeting new friends

in the aviation field. Bring a dish to pass along with any wrapped white-elephant gift. It all starts at 7 PM, remember we have to be out by 8:45!

After the meeting at the library, we will move to Wool Street Bar for lots of hangar talk. Wool Street Bar is next to the Barrington Train Station. Looking forward to seeing you there and having an enjoyable evening.

Elton

ANNUAL BANQUET

Our 2012 annual banquet is set for February 25 at the Crystal Lake Country Club. Our guest speaker will be Todd Ericson, a career US Air Force aviator.

Todd, son of 790 member Clyde Ericson, currently serves as Air Force Flight Test Center Chief of Safety at Edwards AFB where he is responsible for Test, Flight, Ground and Weapons Safety. Previously he had been an experimental test pilot and an F-16 instructor pilot.

A graduate of Empire Test Pilots' School Experimental Test Pilot Qualified, Todd earned the McKenna Trophy and was Top Graduate Class of 2001. He also earned the Hawker Hunter Trophy for Best Fixed Wing Preview, has a Master's Degree in Aerospace Engineering from University of Maryland College Park, a BA in Aeronautical Engineering from U.S. Air Force Academy, a master's in Strategic Studies at the Air War College. He is also a member of the EAA and AOPA.

Flying experience includes testing the F-16 High AoA version, engine, structures, weapons & avionics. Todd's military experience includes 230 combat hours with a total of 2,000 hrs in F-16, plus 2000 hours in the C-21 (Lear 35). His civil experience includes ATP with ASEL, ASES, AMEL, Learjet and glider ratings, CFI w/airplane single, multiengine and instrument ratings with 3,700 hours total civil time in approx 90 types/models.

The festivities will begin at 6 PM, dinner served about 7:15, prime rib \$38, chicken or the salmon \$31. A sign-up form is attached to this newsletter, and more information about the evening will follow next month.

DEBRIEFING: NOVEMBER MEETING

Lynn Hadler, owner/operator of Motive Services, Lake in the Hills airport, was our featured speaker at the November meeting. Motive provides maintenance services for a broad range of GA aircraft to local and not-so-local owners. Lynn's subject was "Annual Inspections" which proved to be an eye-opener for many of our members.

Lynn worked on the maintenance of "big iron" for United Airlines for 34 years before operating Motive Services exclusively, which has now been in existence for over 25 years. Lynn's broad range of experience and expertise has earned him a very positive reputation for being thorough and knowledgeable. Lynn's very timely presentation was most informative as well as pre-emptive for those who own and operate aircraft. If needed, you can contact Lynn at (847) 565-6589.

IT'S RE-SIGNING TIME!

Yup, it's time to refresh your membership in Chapter 790 for the coming year, 2012. And the first 28 to sign up will get a copy of the new 2012 EAA calendar in all its splendor with twelve of the best aircraft photographs available, and in full color. The Chapter is again planning Young Eagles events, home workshops, unusual and outstanding meeting speakers, our annual awards banquet, and much more.

Annual dues are \$25 including an electronic newsletter and \$30 for those who want their newsletter by US mail. Out of state memberships are \$10 (sorry, no calendar with out of state membership). A membership form is attached to this newsletter for your convenience if you wish to mail your dues. We look forward to your continuing membership and participation in 790 activities.

SAFETY CORNER: DOING SOMETHING ABOUT IT

By Mike Perkins

Starting in January, our chapter is planning a brief monthly safety presentation just to bring the topic of safety into the forefront. First, it sounded like fun to some of us, but there's another reason probably edging us along.

The FAA has been on record for many years saying they hope to improve safety by a few percent. And we poke along and poke along. However, a man who should need no introduction to us, Richard VanGrunsven (of Van's Aircraft), recently called for a reduction of general aviation accidents by 50%. I'll go with Van's goal. Here's why:

Bringing safety into the forefront is all it takes. There will always be the odd bolt failure and chicken feathers in the fuel tank. But that's not what does us in. What does us in is ourselves. We have met the enemy and they is us. Can we just admit that? Van calls for a "Culture of Safety" to be developed, and to develop that, Van correctly states that a few things must change. One thing he states we don't need are more regulations.

The FAA can seem like such a monolith to us, incapable of moving under its own weight. But lest we not forget that regulation is what they were made for! So if there's any question about the ease at which new regulations come about, may I please draw your attention to the builder's 51% rule.

There were a few build-for-hire operations taking advantage of the FAA's own good spirit. And one company that makes a slippery plastic airplane who's name starts with the letter L was flaunting in defiance of the 51% rule. The whole community knew that all the FAA had to do was enforce their own existing regulations. But instead, the bureaucrats finally did what they do best: they created a pile of new regulations. Two years later, there is a new set of FARs to address what already made sense.

Paul Poberezny, even from within his golden years, saw this coming and warned our community of the FAA taking action on the abuse of the 51% rule a year before the FAA even first public peep about it. But business went on as usual. Then the FAA made some loud, rule-making noises. Fortunately for us, the EAA worked hard with the FAA to prevent the new rules from being onerous and stifling! It was once again the quiet giant, Paul, who lead the EAA team and FAA rule makers down the path of EAA spirit. So in fact, though the rules are now there, they are a lot softer than they could have been. But rule-softening is not always a certainty. As with any regulator, it's a roll of the dice.

Now throughout the press and federal government we hear the beginning of new drum noises regarding our aviation safety record. Van observes, "I think that now more notice is being paid (to irregular flying practices) because of our awareness of the decline and fragility of personal flying, and the need to do everything possible to improve our safety record and strengthen our public image."

We are either going to change our own safety record or have the government attempt to do it for us. When the evening news is awash with perfectly good airplanes announcing negative stories like flying into New York apartment buildings and violating White House airspace with great regularity, it's time to do something before the FAA does.

In a proactive defense of our aviation freedom, I'd like to pick up a few clues from Dick VanGrunsven, a person whose passion rests in aviation, before we get a pile of onerous regulations thrust upon us.

You have the opportunity to join Chapter 790 board in moving forward with an enhanced safety program, perhaps spending ten minutes at our meetings. It promises to be just as much fun and enlightening as it will be useful for the aviation community.

Mike Perkins

Safety Chairman

VIDEO OF THE MONTH

If you take a very special Vietnam helicopter pilot along with some others who served with him, then find them one of the actual helicopters they flew during their tours, you may wind up with a story. This is theirs, recently condensed into a two-minute spot by a very nice lady at Fox8 News. Click: [Vietnam Vet Saves Helicopter to Fly Once Again](#)

CHAMP PROJECT FOR SALE

An exceptional Aeronca Champ project recently became available for someone or group to complete, own and fly. The project belonged to former chapter member, Dean Cromwell, now deceased, who provided excellent workmanship and organization to this project. Currently, the fuselage, wings and tail feathers have been reconditioned, covered with fabric, and have been primed. Engine components, some instruments, instrument panel, control cables, propeller, landing gear, and a multitude of categorized and labeled parts are included with this project. Complete logs are available including assembly photos, purchased parts records, and work history. Overall, this is a very impressive project that will lend itself to easy completion of components restored in a professional way.

The project components are located in Northbrook except for the fuselage which is in a hangar at the Waukegan airport. They may be viewed, along with paperwork, by contacting Mary Cromwell, Dean's wife, at 847 272-0423. Alternately, contact Lon Danek for additional information about the project.

BOARD MEETING MINUTES

The gathering at Nancy and Larry Blazyk's house on our usual board-meeting night was delightful, and our chapter thanks the two of them for hosting this lively and holiday-festive event. But there was no board meeting, and thus no minutes.

CONTACT US

CHAPTER OFFICERS

President

Elton Eisele

(630) 872-8082

elteis@d219.org

Vice President

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

DIRECTORS

Nancy Blazyk

(815) 788-2751

n9921e@sbcglobal.net

Glen Brisson

(847) 438-7786

agbrisson@sbcglobal.net

Brad Delisle

(815) 356-8841

Delisle@ameritech.net

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

rnelson@okidata.com

Bob O'Quinn

(847) 358-7554

boboquinnncfi@gmail.com

Mike Perkins

(309) 543-6766

michael.Perkins@rauland.com

Jim Pratt

(847) 931-2978

jpratt1200@sbcglobal.net

Joe Rossi

(847) 438-8801

rossimetalcraft@yahoo.com

Tom Solar

(847) 468-9437

tomsolar@sbcglobal.net

Shane Stolarik

847-506-0484

sstolarik@hotmail.com

Jeff Wilson

(847) 426-7206

jlbswilson@sbcglobal.net

YOUNG EAGLES PROGRAM

Nancy Blazyk

(815) 788-2751

n9921e@sbcglobal.net

Paul Ranieri

(847) 358-0135

NEWSLETTER

Tom LeGates

(847) 462-1791

trlegates@comcast.net

Mike Perkins

(309) 543-6766

michael.perkins@rauland.com

WEB MASTER

Shane Stolarik

847-506-0484

sstolarik@hotmail.com

Rob Nelson (Temporary)

(847) 962-9988

rnelson@okidata.com

FLIGHT ADVISORS AND

TECHNICAL COUNSELORS

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 and Electrical

(309) 543-6766

Ole Sindberg

Flight Advisor

Tech. Counselor

Systems/Metal/Flt Test

(847) 639-5408

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