



Winds Aloft

February 2012

General Meeting:

No General Meeting this month.

See you at the Banquet on February 25th!

North to Alaska with Brad Delisle

Although it's a little late to wave goodbye, it's never too late to wish fellow chapter member, Brad Delisle, the best of luck on his adventure to the Great White North. Brad landed in Anchorage, Alaska on February 13th for a full, flight-simulator evaluation in a continuation on his commercial aviation career path with Era Aviation.



Brad Delisle in one of his favorite places.

Chocolate Moose

Wasting no time after touchdown in Alaska's largest metropolis, Brad's already been working hard at blending in with the local color. After sampling some of the local cuisine, reindeer no less, he's now looking forward to moving on to bigger, and better things -- Moose!

Come on up, the weather's fine

Brad was a bit surprised by the relatively mild weather being so close to the North Pole (well, closer than Chicago). With temps in the mid-20's, he had no problem strolling to a restaurant one evening sans hat and gloves. What they consider "snowing pretty good...", we would call... light snow in Chicago," Brad said. Even more surprising is that one of the biggest natural concerns in Anchorage isn't frigid temps or deep snowfalls, but is earthquakes and volcanoes as there are a number of active volcanoes in the greater Anchorage area.



Overall, Brad was happy to report, "The weather is excellent and I honestly would recommend this place as a winter vacation."

No matter how far you go, home follows you

After flying a quarter of the way around the world, to a state (cont.)

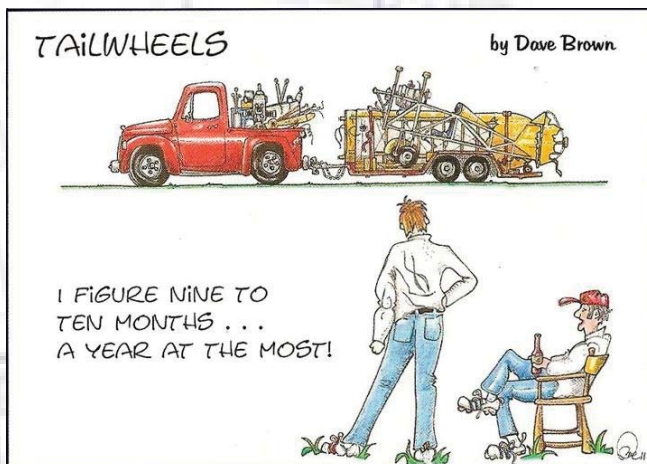
Chapter 790 Annual Banquet

It's that time of the year, again. Our 2012 annual banquet is set for this Saturday, February 25th at the Crystal Lake Country Club. Our guest speaker, Todd Ericson, is a career US Air Force aviator and part of the 790 family.

See **2012 Annual Banquet** in the Winds Aloft section of the website for more information and talk to Lon Danek for tickets. See you there!

Chapter 790 Website

Looking for Chapter 790 events? Want to check for the latest details on an upcoming meeting? The 790 website is the place to look.



Any events that are directly associated with Chapter 790 are listed in the website's calendar for easy reference. The calendar is updated anytime an event detail is changed, so if you're wondering if a flyout is going to happen.

Check it out at <http://790.eaachapter.org/apps/calendar> and tell us what you think.

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"It's not flying I'm afraid of — it's driving to the airport!"

North to Alaska with Brad Delisle (cont...)

that is more a foreign land than just number 49 of 50, the first order of the day is to meet a lot of strangers -- or so Brad thought. Of the three, tough interviewers that grilled him over procedures, regulations, and so much more, Brad was a little surprised to meet Flying Wild Alaska's Luke Hickerson. The biggest surprise was meeting Mike, one of the Simulator Instructors, who grew up in Crystal Lake, IL and graduated from Prairie Ridge High School of all places! "GO FIGURE!," said Brad, "I actually know a name with some common ground outside of flying." A little bit of home, so very far away.



Good luck, Brad. Your family here at Chapter 790 is behind you all the way!

To follow the details as they unfold, visit **Brad's Alaskan Adventure** on the website and check back often.

The Chapter 790 Communications Team

Squawks

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.



Example of finished project only

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.

President's Column

New Ideas for the New Year

By Elton Eisele



Hello all! Wow, what a great January meeting we had! There is a real buzz in our group with the anticipation of a new year and its activities ahead. If you had to miss the quick-paced meeting in January you probably haven't heard some of the plans being made for our group. You need to make plans now for our upcoming meeting in March! You'll be sorry if you miss it.

If you haven't noticed, the web page has taken a huge step forward in the past few months. An area which has not been utilized much at all yet is the Forums Area. The new Forums area is great place for your ideas and questions. There are so many areas which can have an ongoing discussion that can benefit so many of our members. Projects, safety issues, FARs, or chapter questions you name it, it can be discussed. If you have problems signing up, contact Shane for help. Get signed up now!

Remember, due to our banquet on February 25, there will be no meeting on our scheduled meeting night. The board meeting will be March 6 at my house.

Spring is coming! Are you ready to go fly?

Safety Corner

By Ole Sindberg

CFI and CFII, Safety Chairman Emeritus, EAA Chapter 790



The recent Cirrus SR-20 accident close to Lake in the Hills Airport got me thinking. Here was an accomplished businessman with his three passengers – including two daughters – piloting a high performance airplane in very marginal weather. Ceilings varied but were often reported a bit less than 1000ft. He was a private pilot with no instrument rating.

He over flew DuPage airport while in and out of the clouds and could have landed there under Special VFR – he did not. He did not want to get stuck all day waiting for better weather for the return trip. So he continued on, hoping to get into PWK via VFR. But it did not work out that way. Instead it appears that he became (cont.)



Young Eagles Program

The 2012 Young Eagles program will begin in May, and we are all looking forward to another safe and exciting year. With more press, and wider public awareness, we are expecting even more Young Eagles this season, which means we will be needing everyone's help.

Make a personal goal to fly at least ten (10) kids in 2012. Not only will this help us meet our 2012 YE goals, this is the number needed for you to receive your YE Pilot Appreciation pin from the EAA. Don't forget, we also need ground crew, too!

Contact YE Co-Chairmen Nancy Blazyk or Shane Stolarik about joining the team and participating in another year of fun and flying. We look forward to seeing you there!



Top-left: Ted Kapinski and a congress of smiling, Young Eagles ready to clear prop!



Lower-right: Rob Nelson sharing aeronautics knowledge with young, eager minds. First they learn it, then they do it!

Pancakes Anyone?

A quick follow-up on last month's discussion about building a rotating, pancake griddle... We're still discussing it.

Tell us what you think. Are you interested in lending a hand with the fabrication? Are you excited about helping flip the flap-jacks? Or are you just hungry for a maple-syrup drippin', hot, buttery stack of breakfast heaven?



Let us know what you think in the Forums section of the website where people are voicing their opinions.

Safety Corner (Cont...)

disoriented in the clouds and crashed just NW of Crystal Lake, killing all aboard.

The airplane was observed coming out of the clouds in a very steep descent (dive). Pictures from the accident scene show the CAPS parachute deployed and draped over nearby trees. Initial NTSB reports do not mention the parachute. I suppose it could have deployed as a result of the impact, but my guess is that the

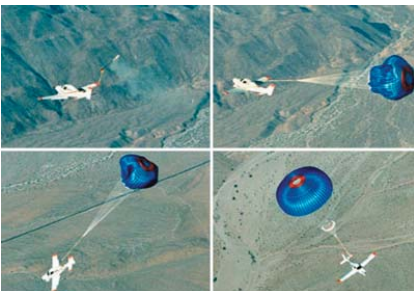


pilot lost control of the airplane while in IMC and realizing the hopelessness of the situation, pulled the CAPS activating handle to deploy the parachute. If this was done at too low an altitude, the result is predictable.

A few years ago I had a student who owned an SR-22. I instructed him for his private and instrument certificates, but he stopped before obtaining the latter. As a result I have some 100 hours of Cirrus time.

I learned a few things about the airplane and particularly about the CAPS system. The POH lists 133 KIAS as the maximum demonstrated airspeed for deployment. Unfortunately, airplanes that enter the typical "loss of control in IMC" spiral turn, quickly attain very high airspeeds. One such case took place in a mountainous area of the western US. Radar clocked the airplane at something like 300 knots – well beyond the airplane's Vne. The parachute was deployed and the harness ripped completely off the airplane.

The CAPS system also has altitude limitations; quote: "The minimum certified altitude loss for a CAPS deployment from a one-turn spin is 920 feet". But 2000 feet is the recommended altitude for a decision to deploy.



In this particular situation the pilot likely stayed low

in an attempt to stay VFR, but every so often he would become IMC. To complicate matters for the pilot, there are tall radio masts near the crash site. In any case, he likely realized the severity of the fix he was in and pulled the activating handle – but at too low an altitude. I am getting to the point of this – have patience.

A few years ago Blues Skies made their PC based simulator available to me for use by Chapter 790 members. We had two such sessions as I recall. A number of 790 pilots participated – some without instrument ratings and a few with instrument rating. None of the instrument pilots were current, however.

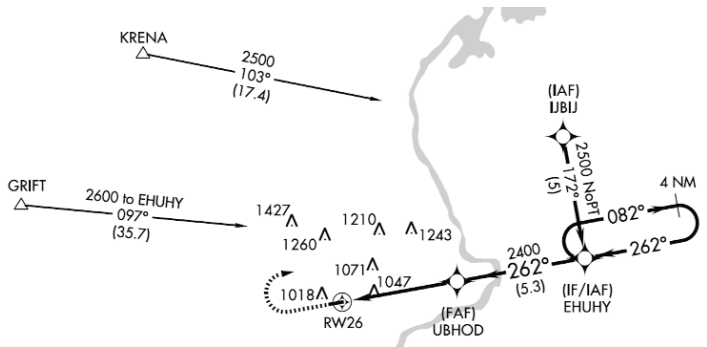
The scenario presented to all of them was the same: An inadvertent IMC encounter a relatively short time after take-off. In all cases, after a while, the non-instrument rated pilots crashed

and in all cases the instrument qualified (but not current) pilots did just fine. It made an impression on me.

If we are GA pilots, we have all done some scud running – flown VFR below low ceilings and we have been lucky, because the weather did not get worse and we were able to simultaneously stay clear of the clouds and the terrain. Keep in mind that the increasing number of towers out there, such as cell phone and wind farms, make scud running a different (non-existent) reality these days. It's not what it used to be.

In a few cases I myself have made the choice to climb into the clouds, obtain an IFR clearance and complete my mission just fine. The non-instrument rated pilot does not have that choice. He can declare an emergency, but if he is not confident in his ability to control the airplane by reference to instruments, he is not likely to do that.

So – the point should be obvious – get an instrument rating. Yeah, it is expensive and it is a pain to stay current, but



remember that even the "instrument rated, but not current" pilots did just fine. They had the experience and the capabilities to fly in the IFR system, knew how to verify one instrument against other instruments, and were not tempted to trust their own senses that were sending them erroneous signals.

The instrument training we get as part of the private pilot's curriculum is inadequate to deal with an inadvertent IMC encounter. Out little experiment at Blue Skies showed that. The John Kennedy Jr. accident showed that. It is not enough to just get additional IFR training because you will remain a VFR pilot, and VFR pilot do not voluntarily fly in IMC without a competent instructor sitting beside them. The VFR pilot will attempt to stay VFR.

I say it again – get an instrument rating. Particularly so if you are flying something other than a Piper Cub class airplane. These airplanes may not have adequate instruments to fly IFR, so it simply makes sense to get that rating. If you consider yourself a sensible person, get that instrument rating. It could save your life and your passengers' too.

Try to stay current, but if you can't manage to do so, at least you will have enough remaining skills to survive in the deteriorating weather situation. 'Nuff said?

Keep the blue side up.

Flight Planning

Have You Renewed Yet?

Annual Membership Renewal Time

Yup, it's time to refresh your membership in Chapter 790 for the coming year, 2012, and the first 28 to re-register will get a copy of the new 2012 EAA calendar in all it's 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. For payment, see Lon Danek

Annual membership dues are as follows:

\$25 - Single/Family

Includes full access to all of the Chapter 790 website features including the membership roster, calendar of events and the forums

\$30 - Single Family w/Hardcopy

Includes all privileges of the Single/Family plus a hardcopy newsletter delivered by US mail.

\$10 Single / Family - Out of State

Includes all privileges of the Single /Family. (sorry, no calendar with out of state membership).

\$10 Student

Includes all privileges of the Single /Family.

Many of you receiving this notice have already renewed your membership in Chapter 790 for 2012. Thank you for continuing to support our Chapter. If you have not so far sent in your renewal, I'd like to encourage you to do so now. Our Chapter needs your support to continue to provide exciting activities for the coming year, including Young Eagle events, interesting meeting speakers, and fly-out adventures.

Janesville or Bust

By Nancy Blazyk?



(An excerpt from the article on the Chapter 790 website)

About a week and a half ago, I received an email from The Landings Breakfast Club that a trip to Palmyra, WI had been cancelled for the weekend of February 12th due to what we veteran pilots technically call, "skuzzy weather." Disappointed, I eagerly watched the weather reports for the upcoming weekend to see if we would finally get "wheels up" and enjoy some fine airport cuisine. The weather for the upcoming weekend seemed promising, so I contacted the Breakfast Club and a few EAA 790 members and proposed a breakfast fly-out to the exotic location called Southern Wisconsin Regional Airport (or as we veteran pilots like to call it - Janesville), on Saturday, February 18th. With a little discussion about the details, we settled on a 9AM arrival time.

The clouds were broken at 2000 feet and the winds were out of the north at about 10 knots, so I turned the controls over to my husband, Larry, and son Bryan, and retired to the piano lounge in the back of our Cessna 182 that is just out of annual and still sporting that new-plane smell. Six other airplanes joined us as we flew a tight, 12-mile formation for the brief trek to Janesville.

The members of our crack, precision flying team included Ole Sinberg, his daughter Annette and her friend Bjarne in the ever-impressive, Prescott Pusher launched from LITH airport; Dennis Frett and his wife Peggy departing from Aurora slid into the formation, as did Jerry and Gary Grimmonpre flying the straight-tail Cessna 172 straight from the Landings; Steve Hauptert and John Sobieszczyk, also from the Landings, joined the team in their spit-shined, Cessna 172; Tom Nicol, swooping in from Dupage, took some very nice photos of the outing; while flying anchor for 'Team Breakfast' was Tom Solar and Rob Nelson, arriving with a greased landing in the Cessna 150 from Olsen airport. Nice landing, boys!



Part of the EAA Chapter 790 Formation Team - Ole & Annette Sinberg; Bjarne Cooper; Bryan, Nancy, & Larry Blazyk in Keafe's Kafe at Janesville, WI.

*As always, once everyone landed the fun began. To get the rest of the story on the Janesville Flyout, read **Janesville or Bust** in the Winds Aloft section of the website.*

Cherokee Annual Inspection

By Ole Sindberg

Saturday March 3rd starting at 9:30 AM, Chapter 790 has scheduled a visit to Blue Skies maintenance shop in Hangar P-64 at Lake in Hills Airport.

Rich Oleszezuk and his partners have scheduled an annual inspection of their Piper Cherokee with Mike Carzoli, president and chief of maintenance of Blue Skies, who has agreed to have our members see how he approaches this task.

The techniques and procedures are for the most part applicable to most light airplanes, so if you are an airplane owner, certified or experimental, you will likely gain some insight into the maintenance aspect of your airplane.

There are other interesting things going on at 3CK so after the visit to Blue Skies hangar, visiting with other projects such as Doug Raupp's Lancair project could be added.

Enter the airport from the south driveway through the sliding gate. The gate code is #1228 (Pound sign followed by 1228 - Pressing 1228 by itself is not going to do the trick). See you there.

Keep the blue side up,

Upcoming Events

February

25th - EAA Chapter 790 Annual Banquet, 6PM - 11PM
at Crystal Lake Country Club

28th - General Meeting, NO MEETING

March

3rd - Cherokee Annual Inspection at LITH

6th - Board Meeting - Elton's House

27th - General Meeting - Barrington Public Library

