



Winds Aloft

January 2012

General Meeting:

January 24th, 6:30PM - 8:45PM
Barrington Public Library

Thank you, Tom! Thank you, Mike!

It is with great appreciation, admiration, and a little trepidation, we announce the retirement of Chapter 790's incomparable newsletter editors -

Thomas LeGates and Mike Perkins.



Tom and Mike have unwaveringly provided us with our award-winning, monthly communication -- The Winds Aloft newsletter -- for over eight (8) years. That's 100 month's of digging, asking, collecting and toiling over a difficult labor of love that we sometimes take for granted - the publishing of a great, monthly newsletter.

While there are a handful of regular article contributors, people who should and will be acknowledged as well, the burden of responsibility has lain squarely on the shoulders of these two gentlemen. And with the regularity of the US Mail service, through marginal VFR and worse, they have delivered that carefully-crafted communiqué month after month. With that in mind, please shake their hand and extend a heart-felt thank you to Tom and Mike for all of their dedication and successful effort.

"Thank you, Tom and Mike. We hope to be able to fill those big shoes and meet the level of quality that you, and the many contributors have set over the years.

The new, Chapter 790 Communications Team

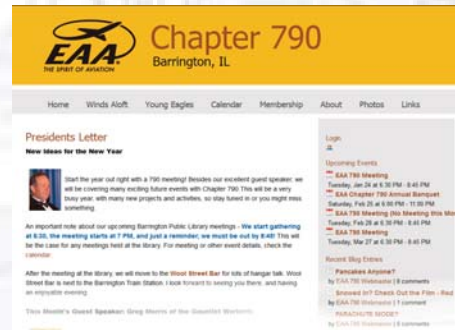
Chapter 790 Annual Banquet

It's that time of the year, again. Our 2012 annual banquet is set for February 25th at the Crystal Lake Country Club with guest speaker Todd Ericson, a career US Air Force aviator. See the Presidents Column for more information and talk to Lon Danek for tickets. See you there!

Chapter 790 Website

The chapter 790 website is well underway, and is ready for inspection. We have a lot more to come, but check out our progress.

More than that. use the website for up-to-date information like dates, hours and particulars of meetings, flyouts, and more.



Always trust your instruments, son

Add your comments in the Winds Aloft section, add your opinions in the Forums section, check the calendar for interesting events, and much more.

Check it out at <http://790.eaachapter.org>.

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2012 EAA Chapter Leaders Academy

EAA has Chapter leaders training available for those interested in helping our local chapter's growth. Fun, education, and airplanes - what more could we ask for? For information, contact Shane about the details.



Paul and Audrey Poberezny and Shane Stolarik stop talking long enough for a quick picture at the 2010 EAA Chapter Leaders Academy held in Oshkosh, WI.

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

Elton Eisele
Chapter President



Start the year out right with a 790 meeting! Besides our excellent guest speaker, we will be covering many exciting future events with Chapter 790. This will be a very busy year, with many new projects and activities, so stay tuned in or you might miss something.

An important note about our upcoming Barrington Public Library meetings - We start gathering at 6:30, the meeting starts at 7 PM, and just a reminder, we must be out by 8:45! This will be the case for any meetings held at the library. For meeting or other event details, check the calendar.

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

This Month's Guest Speaker:

Greg Morris of the Gauntlet Warbirds



Greg has been flying for the past fifteen (15) years, has instructed in warbirds and aerobatic aircraft for the past ten (10), and has competed in aerobatic contests up to the Advanced Program level.

Greg holds a current, low-level aerobatic waiver in the L-39 and T-6 and is a FAST rated formation pilot. Among many other types, Greg has flown the FM-2 Wildcat, Extra 300, Su-29, Pitts S-2B and S-2C, Lazer Z-200, Cap-10B, Great Lakes, T-34, T-6, T-28, Ju-52, and is rated in the L-29 Delfin and L-39 Albatros.

A graduate of the University of Southern California with a degree in aerospace engineering, Greg Morris was designated a Master CFI-Aerobatic by the



National Association of Flight Instructors and the International Aerobatic Club (IAC) in September 2005. He has been published in the IAC's Sport Aerobatics magazine and Warbirds of America's Warbirds magazine writing about maneuver technique, how to get started flying warbirds and safety and risk management. Greg is a regular presenter at Oshkosh.

Ever wonder about aerobatic flying? Whether the answer is yes or now, this is an excellent opportunity to get answers to any of your questions from a Master CFI.



Join us in a discussion of a very different type of flying.

Young Eagles Program

The 2012 Young Eagles program is now spooling up, and looking for people that are excited about fostering the pilots of tomorrow. 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: Two future pilots and current Young Eagles - with those big smiles are they ready for departure or have they just landed?
Lower-right: Our own Young Eagles chair-person, Nancy Blazyk, flying right-seat in a 2010 Citation Mustang on a local flight to Madison, WI and back to LITH. There's always something exciting that happens the YE Rallies!

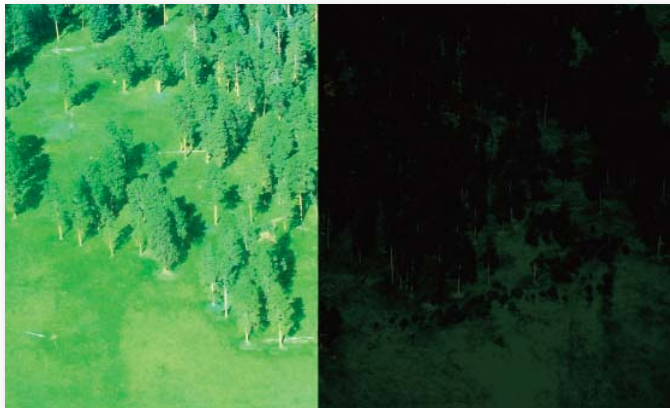
Safety Corner

by Mike Perkins
Safety Chairman



I've often asked myself what I'd do if I had to make a forced landing over trees or over invisible terrain at night. In the Midwest, that's as likely as a rocky, forced-landing out West or a water landing in Minnesota. But

all three represent the same problem – being forced to set down over airplane-hostile territory.



Could you land here deadstick?

What about at night?

Recently I read Paul Bertorelli's fine article, "Fun with Parachute Mode." In it he notes that a Diamond DA40 is capable of stable flight as low as 48 knots at 1000 fpm descent, hands off with max pitch-up trim. Paul compares the DA40 in this mode to a Cirrus with the parachute deployed. Paul quotes the DA40 of having a fatality rate of only 0.8 per 100,000 hours compared to GA's average of 6.8. Nice numbers.

The Cirrus, under a parachute (all come equipped with one) are reported to descend from 900 to 1680 fpm, more or less straight down. But that's straight down only in no-wind, and only as long as the pendulum effect isn't present. What differentiates the DA40 is that with full pitch-up trim, the stall phugoids are very gentle and it doesn't drop a wing. See Paul's Article.



In other words, Paul compares the DA40 with no parachute and hands-off controls to a Cirrus after the red handle is pulled. That's good news. But it turns out with a little practice, some of the airplanes we commonly fly could do as well, if not better, than the DA40, albeit with a little skill added.

For example, the Vso of a 1980 C-152 at gross weight with flaps 30 is only 43 KCAS, so it could likely be flown under control slower than the DA40's 48 knots. And a 1981 C-172's Vso is only 46 knots. But there's more good news: with less weight, stall speed's even slower yet.

It is, of course, true that to avoid roll instability, one cannot fly most aircraft at stall hands-off, or hands-off with full pitch-up trim. But with practice and close attention to the ASI, an approach can be flown under control with much less energy than a normal approach. For example, the C-152 with a Vso of 43 KCAS could likely be flown under control at 46 KCAS, lower than the DA40's hands-off 48 knots. But regardless, there's one important thing to remember as your guide to off-field landings: energy varies with the square of the speed. So a 46 knot landing has less than 70% of the energy of one flown at 55 knots.

Some flight testing would be in store to find your indicated airspeed for your minimum-energy landing. Perhaps you'd even want to find two speeds, one for heavy, one for light, then practice them.

Overall, for the most-survivable landing possible, we're not looking for a greaser but simply a controlled, minimum-energy arrival into Terra Hostile. Thus, discovering your aircraft's lowest controllable IAS for both "heavy" and "light" configurations might be a good idea.



How about a little minimum-energy placard next to your ASI?

Flight Planning

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 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. 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.

Also, I would like to remind you that our annual banquet is coming up shortly. We will once again be at the lovely Crystal Lake Country Club, on February 25. I encourage you to join us at this event, as we expect to have a wonderful evening.

Looking forward to meeting with you throughout the year.

Elton

2013 Paris Air Show

The 2013 Paris Air Show Le Bourget will be held on June 17- 23, 2013.

Chapter 790 is in the beginning stages of planning for a trip to Paris, attendance to the airshow, and much more. If you are interested in experiencing one of the world's most fascinating, commercial & military aviation airshows, please let us know.

Our preliminary starting dates are to Arrive Paris June 15 and depart June 24. The dates at this time are just a starting point and get the ball rolling.



Jeff Skyles and Jim Pratt pose with Jim's Luscombe 8A after their flight around BrodHead, WI.

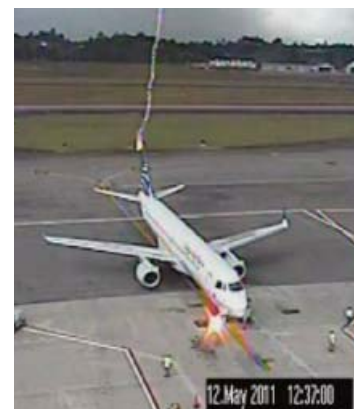
Pancakes Anyone?

Overheard in flight planning, EAA Chapter 790 is discussing a joint Pancake Breakfast project with Lake in the Hills airport and the city of Lake in the Hills. Under consideration is the pooling of resources, the construction of a pancake turn-table grill, and more.

The idea is to have a pancake breakfast at Lake in the Hills airport (3CK) sometime in the month of June. The Airport manager and the city of LITH has expressed great interest in co-sponsoring the event that may also include additional vendors including Allstate Insurance (based at the airport, The LITH Pilot's association, Blues Skies Pilot Shop, and of course EAA Chapter 790.

Fellow chapter member Rob Nelson is already working out the details of fabricating a pancake turn-table that can be used for this, and future events. The formation of a committee will be needed to coordinate our efforts for this fun event.

Stay tuned for more details and let us know what you think by posting your thoughts, suggestions, and questions in the Forum section of our website.



Line crew jump out of way as lightning strikes a Boeing 737 at the tail and out the auxiliary power connection.

Upcoming Events

January

24th - General Meeting, 6:30PM - 8:45PM
at Barrington Public Library

February

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

28th - General Meeting, NO MEETING



EAA Chapter 790
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