

FT	3000	6000	9000	12000	18000	24000	30000	34000	39000
BRL	1937	2221+18	2315+12	2613+07	9900-09	2407-20	202134	183444	164356
DBQ	1922	2229+16	2330+11	2426+05	2418-08	2120-18	242633	223343	203656
DSM	1919	2128+18	2234+11	2331+05	2214-10	2706-19	212334	203444	203556
MCW	1709	2121+16	2438+11	2534+04	2528-09	2332-19	203434	204844	195457
JOT	2229	2215+18	2106+13	2706+06	3205-09	9900-19	211433	182544	163455
SPI	2028	1921+18	1911+12	9900+06	3611-10	3408-20	191034	161745	144256

## *Winds Aloft*

August 2013

### **IN THIS ISSUE:**

**Calendar of Events**

**President's Column**

**Best of AirVenture**

**. . . and More of the Best of AirVenture**

**Jon Eisele: US Marine Surprises Parents at AirVenture**

**August's Board Meeting Minutes, Not**



### **CALENDAR OF EVENTS**

**Tuesday, August 27 - Potluck and Meeting** – Gathering at 6 PM in Ted Lipinski's hanger at LITH Airport for potluck dinner with burgers and brats served by chapter members (donation \$4). Afterwards, at about 7 PM, the social setting continues with a recap of AirVenture and some interesting selections from the EAA-supplied Chapter Video Magazine hosted by president Elton Eisele. Driving directions to the meeting are at the end of the newsletter.

**Tuesday, September 3 - Board meeting** – Will be held at Lake-in-the-Hills Airport beginning at 7 PM. All members, and guests as well, are welcome at board meetings.

### **PRESIDENT'S COLUMN**

*This month's president's column is written by Joe Rossi, chapter vice president. Joe is an instrument-rated pilot, an avid motorcyclist, a budding photographer, and a welder extraordinaire.*

#### **A Passing Grade of F+ (F for Fun!)**

Whew! With AirVenture finally behind us and out of the way, we can now get back to our normal lives. Wait a second, we don't have normal lives. Normal lives? See, that's the cool thing about our chapter and EAA as a whole. We attract some of the most interesting and intelligent people. I wouldn't say that EAA members live normal lives. I can't think of another single place where I can hang out with people from all walks of life: pilots, engineers of all types, lawyers, doctors, all types of mechanics, race car drivers, teachers, flight instructors, carpenters, photographers, car people, motorcycle people, inventors, aircraft builders and . . . Well, you get the idea. Yes, we're drawn to the chapter not only because of our common appreciation for aviation, but also for our varied interests, but far above all, our friendships.

A great example of this friendship is our monthly cookout that conveniently occurs at the same time and place as our chapter meetings. The food is excellent, although I can't confirm this because I'm distracted by all my new and old friends. I love hopping on my

bike, heading to the hangar (thanks, Ted Lipinski) and having a burger with some of the most interesting people I know. It's hard to beat top friends and food.

Speaking of friends and food: I'd like to encourage the pilots in the group, especially the aircraft owners, make a more concerted effort to invite the chapter members who are (thus far) without an airman's certificate to come along for an unscheduled breakfast or lunch flight. I suspect that we have some members who don't get to fly much. I'm without a plane right now and I'm grateful when I'm invited along for the ride. Conversely, I've done plenty of flying alone and would like to have brought someone along. It's a simple joy that must be shared. I most certainly will have a steady stream of passengers once I again become a proud aircraft owner. I'm not asking for a ride here. I've flown plenty on my own and also with my very good friends. Let's try to get more of our members in the air. Note to passengers: show up to as many meetings as possible! You just can't beat friends and flying.

Our Young Eagles program certainly is in the running for top spot of "fun chapter 790 activities". How cool is to see the smile of unrestrained happiness on the kid alighting from their first small plane ride? Sometimes it's their first plane ride ever. I suppose the greatest joy is experienced by the pilot giving that ride. Or is it the kid? I know I get a kick out of it even when I'm ground bound. Nancy Blazyk has done a great job of getting some big crowds to the airport this year. She's had some great advertising ideas that have really paid off. Last month we had 105 signups! Twenty had been considered a good turnout in previous years. She has something in mind to thank all who have made the Young Eagle program the success it has become. I'll let her tell you about it. She mentions the major contributors as being Rich O, Ted Lipinski, Ole Sindberg and Lon Danek. Dave Boone stepped in and was a huge help last month. Bud Herod is always to be counted in along with Bryan and Larry Blazyk and Tom LeGates. There are many others - you know who you are. The Young Eagles flights are some of the most meaningful flights we make. We're all looking for some extra-curricular fun, right?

Yup, for me, fun is really what it boils down to. Hanging out with interesting, smart people. Going on trips. Day/weekend fly-outs. Camping at Oshkosh. It's all fun to me. Friends, food, flying, fun and more. I give the chapter a big F+ for Fun Plus.

Our next meeting is this Tuesday the 27th at 6:00PM at Ted Lipinski's hangar at Lake in the Hills (3CK). We'll discuss our different AirVenture experiences, see a video and of course hang out and grill burgers and brats. See you there.

- Joe

## **BEST OF OSHKOSH: Tine Tomazic Pipistrel Presentation**

Pipistrel, located in Slovenia, that's between Croatia and Austria and 20 miles from Trieste (had to look that up), was the NASA Winner of most efficient GA Aircraft-Rotax Powered Virus SW.



After the successful introduction of the Virus the company asked "What Now"? They are a private funded company so their choices are extremely important in order to stay financially viable. Their decision was to design and launch the successful Electric Motor Glider and optional solar Charge Glider Trailer. Again they asked "What Now"?

Researching the declining GA Pilot community and the need for over 100,000 pilots for South East Asia, USA and the World, they decided to concentrate on providing a product to fill the need for a low cost, highly-efficient and low maintenance airplane.

Their decision was to provide an electric trainer for \$50,000 bucks (Tine's words), far below the initial expectation of \$60K for LSA aircraft which never materialized.

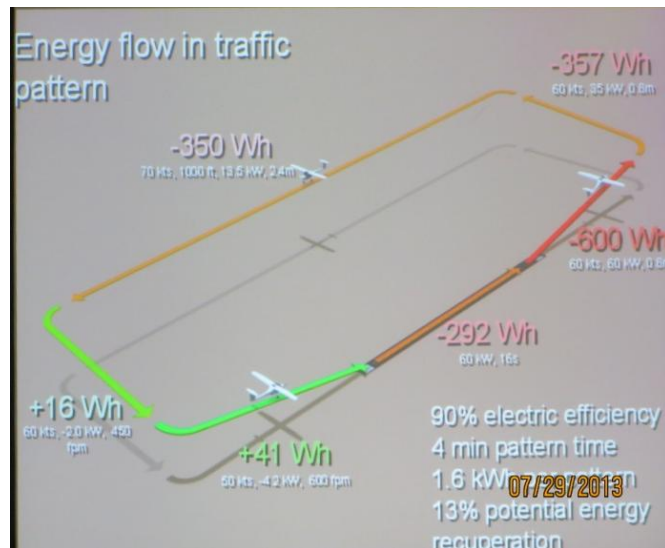
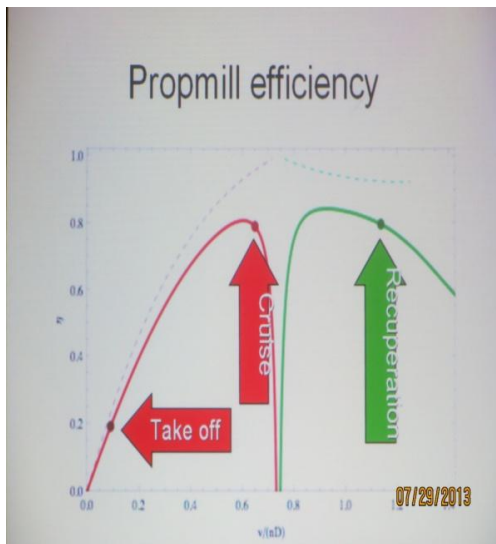
Specifications to include 75 minutes flight time; 45 minutes for seven pattern cycles along with the FAA required 30 minutes reserve. Recharge time of 30 minutes. Use the Alpha Trainer Rotax equipped airframe with identical panel, weight and balance and handling. Thus the Alpha Trainer at \$83K would be used for the cross country component of flight training and the electric for basic training. Lobbying will be required in order for the FAA to modify LSA requirements to allow electric aircraft.

Cost comparisons were made using a Cessna 150 STC'd for auto fuel and the Electric Charge Costs. For a 2000 TBO, the Cessna came out to \$67K and the Electric at \$18K.

2000 hour lifetime	
"Average Trainer"	ElectricTrainer
4.5 USgal/hr	12 kWh / hr
49,500 USD	2,928 USD
Engine overhaul	Battery replacement
16,880 USD	14,900 USD
TOTAL	
66,380 USD	17,828 USD

1 hour training flight (pattern)	
ALPHA Trainer	ElectricTrainer
2.7 USgal	11 kWh
3.512 USD/USgal	0.122 USD/kWh
9.48 USD	1.34 USD

Their charger handles both 120V and 220V as well as European voltage standards. They also are developing a Recuperative Propeller (fixed pitch) with pattern savings of 13 percent. See the slides below.



Pipistrel hit the nail on the head, in this writers opinion, on the need to bolster lagging GA flight training.

Push backs to overcome: airports which rely on piston-engine maintenance and fuel for their funding (electric maintenance is zero, less the required airframe IA); improvements in battery technology (the US is leading in research, bringing new technology to market will take marketing and business effort); FAA certification for electric aircraft.

Pipistrel is also developing a four-seat aircraft called the Panthera. It will initially have an IO-390 Engine, sipping 10 GPH, cruising at 200 Kts for 1000 miles. Future options to include: the Panthera Hybrid for electric take off and landings with piston cruise: and an all Electric 145KW Panthera with a 215 NM range.

- Tom Solar, EAA Chapter 790

## **MORE OF THE BEST OF AIRVENTURE: Yves Rossy "Jetman"**

Yves began with his dreams of flying without an airplane. Just like in his dreams. He thought of the Greek Mythology "Icarus" who built wings held together with wax. His father told him not to fly too high. Hence Yves has remembered to listen to old men and realize only God is indestructible. Hence his personal AGL limit of 2,500 ft.

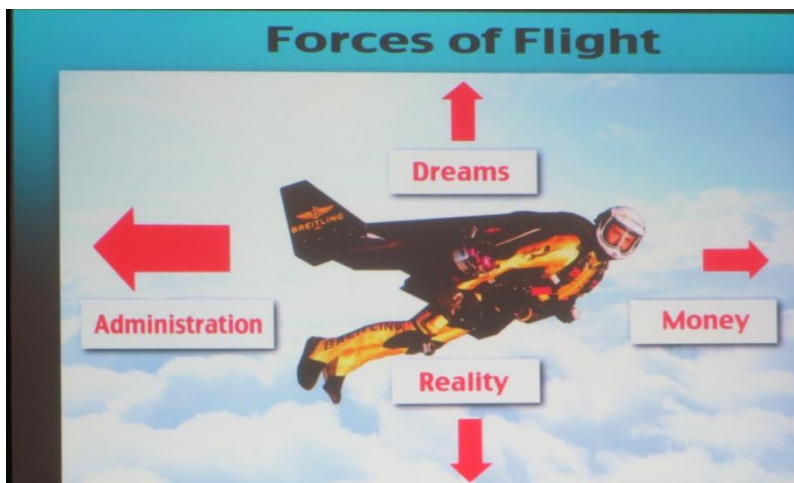


Yves is an ex Swiss Fighter Pilot, Airline Pilot and sky diver. He began with a short wing allowing some horizontal fall and later improved his glide ratio with a 6 ft wing to 4:1. He noted he needed a special drag chute in order to keep his body from swinging back into the parachute lines.

He later added two then four jets in order to give him climb capability. His flight controls are his body movements he learned from sky diving. The moves are very small i.e. turn left look left; loop raise the hands and arch the body. Waving has to be gradual; otherwise he will tumble.

He adds smoke to his jet exhaust so people can see him. Otherwise he looks like, in his words, a mosquito.

His first major demonstration was to cross the English channel. With only 10 minutes of flight time he was very apprehensive. His friends told him they would be with him on the flight, figuratively speaking. That gave him the confidence to proceed.



His next major demonstration was to cross the straits of Gibraltar. With all of the press attention and National Geographic he attempted the flight but ran into a cloud bank and had to jettison his wings. He landed safely in the water and was rescued.



His next demonstration was the Grand Canyon. Having not trained on the jump/flight he declined the day of the event. The next day he made the successful attempt. His wife captured his shadow on the canyon walls. The angels were with his decision the previous day.

Yves has a unique perspective on his flying.

A unique and courageous individual expanding the bounds of aviation.

- Tom Solar, EAA Chapter 790

## **JON EISELE: MARINE ON LEAVE VISITS OSH**

When a US Marine on leave decides he's going to drop in at AirVenture to just surprise his folks, you can imagine the reaction. But then again, he's not just any US Marine. Click on this link to this heart-warming AirVenture news story: [Surprise Homecoming](#)

## **BOARD MEETING**

### **EAA Chapter 790 Board Meeting Notes August 13 , 2013**

*No minutes are available for this meeting. But we assure you it was a good one.*

## **DIRECTIONS TO JULY CHAPTER MEETING**

Ted Lipinski's hanger, P60, is in the west-most row of hangers at LITH Airport. To get there, enter the airport at the south-most gate (south of Blue Skies). On the security gate keypad, punch in #1228 (five keystrokes – pound-one-two-two-eight). You will hear a beep and a few seconds later the gate will open. Drive west as far as you can straight ahead, taking you to the west-most row of hangers. Ted's P60 hanger faces east. Park on grass anywhere in the vicinity, but for wing clearance please make sure your car does not overhang any hard surface. There is also a lot of additional space south of Ted's hanger for parking. If you arrive after 6:45-7:00, you may have to park in the main parking lot by Blue Skies Pilot Shop and walk over.