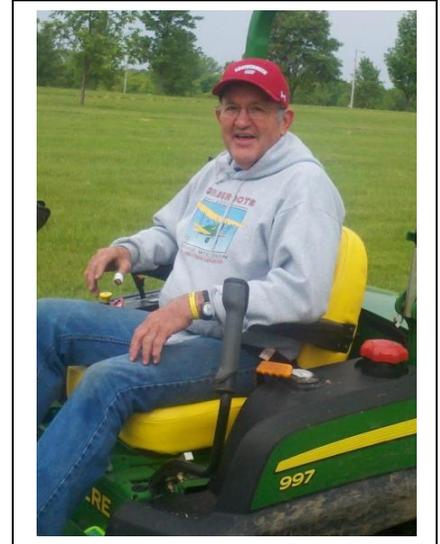


FT	3000	6000	9000	12000	18000	24000	30000	34000	39000
BRL	1937	2221+18	2315+12	2613+07	9900-09	2407-20	202134	183444	164356
DBQ	1922	2229+16	2330+11	2426+05	2418-08	2120-18	242633	223343	203656
DSM	1919	2128+18	2234+11	2331+05	2214-10	2706-19	212334	203444	203556
MCW	1709	2121+16	2438+11	2534+04	2528-09	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

Wind's Aloft

June 2013



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CALENDAR OF EVENTS

Tuesday, June 25, Meeting: Potluck and U-2 Pilot Steve Feldman – Our regular monthly chapter meeting will be held in Ted Lipinski's hanger at Lake-in-the-Hills Airport. Potluck dinner starts at 6 PM with a \$4 donation, and you're encouraged to bring a dish to pass and a chair for yourself. Following dinner, at about 7 PM, Steve Feldman will be our returning guest speaker by popular demand. Steve is a former U-2 pilot, a flight instructor and professional who has flown for over 25 years and has logged nearly 15,000 hours in a wide variety of airplanes from light general aviation to military aircraft. Since his last presentation to our chapter on his experiences flying the U-2, most of the U-2's flying characteristics have been declassified, so this presentation may well include new information, along with Steve's many experiences he was not able to share with us earlier because of time constraints. Driving directions to the meeting are at the end of the newsletter.

Sunday, June 30 – Chapter Pancake Breakfast: We are in the final stages of our first pancake breakfast! What we have been planning for months is almost here! Sunday, June 30 is just TWO WEEKS away! There is still a need for many volunteers! All that is left for you to do is for you to sign-up and show up! Follow the link and sign-up today: [Fly-In Volunteer Signup](#)

PRESIDENT ELTON'S MESSAGE

Tuesday's meeting is a presentation by returning guest speaker and former U-2 pilot Steve Feldman and marks a great time to bring a friend who is not yet part of our chapter. When you bring others, you are helping widen that experience and expertise of our chapter. Keep spreading the good news about Chapter 790!

On the topic of camping at AirVenture 2013, there has been a continuing discussion on Chapter 790 camping together this summer. In order to make plans, we need to see how many would like to camp together and where you would like to camp. Areas we are looking into are:

Sleeping Hollow: for more info, click on [Link to Sleeping Hollow](#)
 Circle R: for more info, click on [Link to Circle R](#)
 EAA Camp Grounds: Rows 16-13 which is west of Stitts road

If we stay off of EAA Camp grounds reservations need to be made ASAP. For EAA camping we will select the camping spot the week before. Please contact me if you are interested.

Elton

REPORT: CHAPTER 790 OSH WORK WEEKEND

The following 790 Chapter members attended the 2013 Work Weekend at Oshkosh the week of June 8th: Nancy Blazyk, Brian Blazyk, Elton Eisele, Carl Geiger, Bud Herod, Ron Liebmann and Tom Solar. Bud and Ron had arrived earlier in the week. Bud has been the bulwark Work Weekend supporter and organizer since time immortal. Elton arranged Paul's old Cadillac for Tom upon his arrival.



Steve Taylor and Bud Herod

Bud and Carl worked on refurbishing a shed at the Warbirds area. Ron worked repairing tugs also at the Warbird area. Tom and Elton mowed grass and there was a lot of tall grass and first cuts. The mowers got stuck several times by various grass clippers in the Camp Scholler bogs between rows 23 and 30. Suggest staying away from this area for those interested in camping during AirVenture. Elton became adept at the tracker style mower and is now qualified to be a tank driver.



President and Certified Tank Driver Elton Eisele

Nancy and Brian made a night flight around Oshkosh in their 182. But due to storms coming through the area early in the morning and continuing through Sunday, Tom and Nancy in their planes had to leave late Saturday Evening.

Breakfast, lunch and supper were served by the always-helpful volunteer staff members. The Bunkhouse and Binder house were made available to us for overnight lodging.

It was a great time to be in Oshkosh without the crowds. Thanks to all who participated!

- Tom Solar and Nancy Blazyk

PROPER USE OF CARBURETOR HEAT

by Ole Sindberg, EAA Flight Advisor and Technical Counselor

Those of us who fly aircraft with carbureted engines need to know a bit about the design of our carburetor heat system and about carburetor icing.

The design provides for preheating the induction system air before the air reaches the carburetor. The intake for the system is separate from the normal cold air intake and typically is within the cowling and is not filtered. That fact means that this system can be used as an alternate air source should the air cleaner become clogged or the intake otherwise blocked. The heat is supplied by a muff surrounding the exhaust pipe and the purpose is to either prevent carburetor ice in the first place or to melt ice that has already formed.

It is important that carburetor heat be checked before every departure. If you are doing patterns you may not want to or need to make a complete run-up before every take-off, but carburetor heat should be checked **every time**, particularly during conditions conducive to carburetor ice. More on that later. During this check, advance the throttle to the specified RPM and note the exact value, then apply full carb heat and wait about **20 seconds**. The RPM should settle at some lower value – typically about 100 RPM less. Then return to cold air induction and note the new RPM value. **The real check is whether it is the same as before applying carb heat or whether it has increased.** If the RPM is the same, no ice was present, **but if the RPM is higher – ice was present and was melted by the applied heat.** You can still take-off (with cold air selected) but be aware that conditions obviously are conducive to the formation of carb ice. This because one of the characteristics of carb ice formation is that ice is much more likely to form at idle and low power settings than at full power. This also means that it is advisable to conduct low power approaches, or other times when the throttle is closed (or nearly so), with carb heat applied.

During cruise flight it is recommended that periodic checks for ice are made. The procedure is the same with the exception that if the propeller is the constant speed type, the RPM will stay the same, but the manifold pressure indication will change – an increase when returning to cold air will indicate that you had ice.

It is a common belief that normal operation should always be conducted with cold air induction selected. This is true for take-offs and other high power operations, but cruise flight at 75% power or less can be conducted with carb heat applied. Years ago when I flew piston powered helicopters in Canada, the normal ops was to take-off and climb with cold air selected, and then cruise with carb heat adjusted to obtain 35° C at the carburetor. You can do the same. This of course requires that the aircraft is instrumented for that – and I do recommend it, particularly for Continental engines. I should add that I have had carb ice incidents while flying with Continental, Franklin and Pratt engines, but never for Lycomings, so that taints my views.

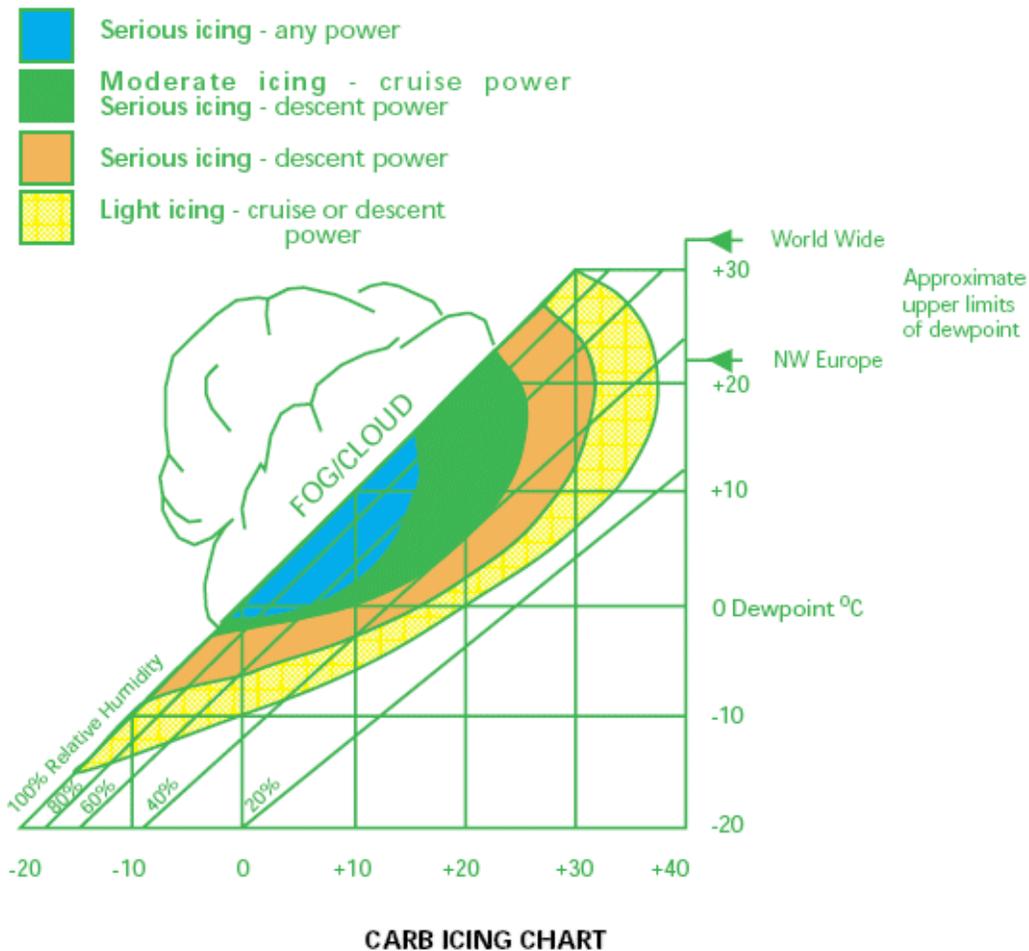
Back to conditions conducive to the formation of carburetor ice. Carb ice can form at any temperature between 20° F and 70° F, with temperatures in the middle of that band being the worst. Another factor is high humidity, so be extra vigilant and make regular checks for ice when these two conditions are present.

Do not take-off with carb heat selected as this may cause detonation. You may encounter some engine roughness when checking for the formation ice; this is caused by the richer mixture when operating with hot air selected and by melted ice being ingested by the engine.

Keep the blue side up.

Ole

Editor's Note: The following chart might be a good thing to tape up in your hanger.



JUNE'S MEETING MINUTES

The meeting minutes are not yet available this month. Secretary Jim Pratt's wife, Phyllis, is recovering from major surgery, so Jim will try to catch up next month. Our prayers are with Jim and Phyllis during her recovery.

DIRECTIONS TO JUNE 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 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.