

FT	3000	6000	9000	12000	18000	24000	30000	34000
BRL	1937	2221+18	2315+12	2613+07	9900-09	2407-20	202134	1834
DBQ	1922	2229+16	2330+11	2426+05	2418-08	2120-18	242633	2233
DSM	1919	2128+18	2234+11	2331+05	2214-10	2706-19	212334	2034
MCW	1709	2121+16	2438+11	2534+04	2528-09	2332-19	203434	2048
JOT	2229	2215+18	2106+13	2706+06	3205-09	9900-19	211433	1825
SPI	2028	1921+18	1911+12	9900+06	3611-10	3408-20	191034	1617



Winds Aloft

November 2016

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CALENDAR OF EVENTS

Tuesday, November 22 – General Meeting 6:30 PM – Elections for the 2017-2108 term will be held at this meeting. Following elections, the program will be a video "Heroes on Deck. The Chicago Tribune reviewer, Steve Johnson, wrote: "Should be seen by anybody looking to learn about unexpected chapters in city and military history."

Tuesday, December 6 – Board Meeting 6:30 PM – Held at LITH Airport Office. All members and interested parties are also invited to attend.

Tuesday, December 27 – Chapter Christmas Pot Luck 6:30 PM – Held at LITH Airport, Bring a dish to pass.

Saturday, February 25 – Annual Awards Banquet – The chapter has made reservations at the Crystal Lake Country Club for this event. Further information will be forthcoming. Please mark your calendars with the date.

CHAPTER ELECTIONS

The slate for November 22's two-year term elections is as follows:

- President - Paul Ranieri
- Treasurer - Tom LeGates
- Secretary - Tom Solar
- Vice President - Rob Nelson

Elections will take place at the meeting at 6:30 at LITH Airport. Immediately preceding the elections, the floor will be open for other nominations as well. Also, if you are interested in becoming a board member, please mention it to Paul Ranieri.

DALE MEDENDORP'S CH650

At May's meeting, Dale Medendorp reported to our chapter the details of his first test flight of his CH650 in 2015. Dale said the aircraft started life in his shop in 2007 as a CH601 designed by Chris Heinz in 1981. Here are some of the 2-place aircraft's specs which is configured to fall into the LSA category:

- Viking 110 hp (based on the liquid-cooled 4-cylinder Honda Fit engine, 180 lbs. with gear reduction unit)
- Empty weight 800 lbs.
- Useful load 520 lbs.
- Cruise 105 knots TAS @ 5.2 GPH

His first flight was during March 2015. He said it was a short flight made just to get the feel of the aircraft. His first landing was a bit of a hard one. To tweak the performance a bit, he re-adjusted the propeller's pitch. Later he tuft-tested the wings and made a video which he posted on YouTube for posterity, but nothing aerodynamically unusual was found during tuft-testing. Dale found that in taxiing the aircraft prior to the first flight, it was different from other tail draggers.

His aircraft has a Grand Rapids recording monitor for flight and engine data which he found useful during flight testing because he could concentrate on flying the profile and review the data after the flight. Ole Sindberg was Dale's EAA Tech Counselor and Flight Advisor.

The Landings is Dale's home base, but his Phase I test area, set at 40 hours, was centered on Poplar Grove Airport with a 25-NM radius. As of his report in May, he had 107 hours on the airplane with no problems.

Dale mentioned the Piper Light Sport is based on this model aircraft, but has less power, although it might be a little "slicker" and has similar speeds and performance.

Dale's tuft-test video can be seen at <https://www.youtube.com/watch?v=L5CTsw5g1rY> .

OCTOBER MEETING REPORT

Pete Bruhn (right) talked to our chapter about flying F-4 Phantoms over Hanoi. He started his aviation career with Air Force flight school in 1964, followed by an F-4 rear seat assignment to Vietnam. Pete flew 100 missions over North Vietnam while based in Thailand during 1966-67, which comprised missions designed to eliminate the MiG-21 problem over Hanoi. We wish to thank Pete for providing us with such a rich evening of history.

Ole Sindberg gave a report on his new PAR 36 LED landing lights for his Prescott Pusher, the only one still flying. He was only getting a few hours out of the incandescent bulbs and is hopeful these LED bulbs, a direct fit, will provide longer life.





James Tan (left), a 6th grade student at Hoover Math & Science Academy in Schaumburg provided us with a surprise visit. James creates flyable paper model airplanes from scratch and brought some with him to the meeting. His mother, Candi, learned about our Tuesday night meetings and decided to bring him.

Carefully crafted from regular printer paper, James showed us a number of moving parts – landing gear that deploy, propellers that easily spin, and ailerons and elevators that can be set to trim the aircraft for sustained glide. There were no metal or plastic parts – everything was made entirely from paper, including propeller shafts and landing gear pivots fabricated from tightly-twisted paper.

James said he wants to become an aeronautical engineer and when asked about his grades in math and science, we were left knowing they were exemplary.

Much to his amazement, he learned at our meeting that some of us build airplanes. When Ole offered to show James his Prescott Pusher hangered just a short walk away, he and his mother, Candi, enthusiastically took the opportunity.

TANGO 2 WORKSHOP VISIT

For some time the Chapter had planned a visit to Mike's shop at his home in Havana, Illinois. October 1st had been selected for this outing and about 8 people had signed up. As the date was getting close, it became apparent that weather could possibly be a problem.



And sure enough, the morning of the 1st – a Saturday – weather was not cooperating. Lon Danek and I had been planning to use the 172 he has in his hangar in Poplar Grove, to fly to Havana. I would have loved to take the Prescott, but the short turf strip there, made it if not impossible, at least not advisable. Plan B was to drive, and that is what we wound up doing.

At various times during the drive - Lon's car and chauffeuring - the weather looked pretty good, but then when we were returning home, rain and low ceilings made us happy that we drove.

As it turned out, Lon and I were the only 790 members to make it to Mike's. We arrived at Mike's house in time for lunch and met several other pilot friends of Mike's, John Ramage, and John Komnick, along with enthusiast Leo Tokarev who has attended several 790 chapter meetings. Lunch was prepared by Mike's wife, Mary, and it was wonderful.

Then we were off to the workshop located just 75' from the house. It's a purpose-built aircraft workshop about 24' x 36' and allows plenty of room around the airplane sitting on its main gear and an aft body support. All the main fiberglass work has been completed, flaps and control surfaces have been fitted, same with control cables and other components of that system. Of particular interest are the parts making up the system controlling the horizontal stabilator. Similar to the Cherokee system, but simpler and much more elegant. No engine installed yet. The seats, which have been modified to tilt back per Mary's wishes, are in progress and are very nicely done.



The workshop, located so close to the home, allows for working on the airplane even if only 20 minutes are available, so this is a great arrangement. Heated and air-conditioned to boot.



Then we were off to the local airport to see Mike's Kitfox. It is now 22 years old, but still looks good - including the paint. Mike has a nice hangar there, but the Kitfox needs a stablemate - though it will be a while yet.

Eventually we had to leave and our return trip was uneventful, arriving home about 8 PM. Thanks to Lon for providing the driving and the car.

Keep the blue side up.

Ole

CONTACT US

For information on our chapter or any events, please call Paul Ranieri at (847) 997-0135.