

Volume 37

Issue 1

January, 2018



FT	3000	6000	9000	12000	18000	24000	30000	34000
BRL	1937	2215+12	2611+07	9900-09	3205-20	20734	223444	
DBQ	1922	2215+12	2611+07	9900-09	3205-20	20734	223444	
DSM	1919	2215+12	2611+07	9900-09	3205-20	20734	223444	
MCW	1709	2215+12	2611+07	9900-09	3205-20	20734	223444	
JOT	2229	2215+12	2611+07	9900-09	3205-20	20734	223444	
SPI	2028	1921+18	1911+12	9900+06	3611-10	3408-20	191034	161745



EAA Chapter 790

Lake in the Hills, IL

790.eaachapter.org

## CHRISTMAS PARTY



- ◆ Christmas Get Together
- ◆ February Banquet Registration Form
- ◆ 2018 Dues Do:)
- ◆ Meet Our Members
- ◆ Ole's Challenge #6 and #5 winner
- ◆ December Fly Out
- ◆ December Board Meeting Report
- ◆ P51 project Shop Visit
- ◆ January Speaker-Brad DeLisle on Winter Flying.

*Twas a Cold and Chilly Night. The winds were light and in bound was a jet landing. The runway was clear with no breaking issues mentioned. Mike was there to welcome the pilot and his passengers. The brave 790 members appeared with thoughts of warmth and good cheer. Much hanger flying was conveyed, Ole and Ron talked of Whirly Birds, Mike conveyed good news about possible lower fuel prices and a California company is pulling at their reindeer harnesses to provide Solar Power at the Airports Edge. Santa Paul thanked his elves for their help in 2017.*

*All is well in the Airplane Kingdom.*



## Annual Awards Banquet – 6:00 PM Saturday, February 17, 2018

For this year's event, we are going to the Cary Country Club. We have decided to reduce the price as we did last year for members and their personal guest. All meals are priced at \$25 each for the member and one guest (spouse/significant other). Additional guests are \$ 32.00 each except for the Prime Rib which is priced at \$ 39.00 each. These are all inclusive prices. Meal choices will be: Carved Prime Rib, Herb Crusted Tilapia and Sliced Chicken Picata. The meal will include a Fresh Garden salad, Baby Red Potatoes, seasonal vegetable and Warm Apple Pie Al a mode for dessert. Coffee is also included, all other drinks are available at the cash bar, which will open at 6 P.M. Dinner service will begin at 7:15. The Country Club requests suitable attire, no blue jeans please!

Our Chapter Scholarship Winner will be announced at the Banquet.

To sign up for the Banquet, go to the chapter website or fill out the form below and mail to: Tom LeGates C/o EAA Chapter 790 P.O. Box 1206 Barrington, IL 60011

Annual Awards Banquet - Saturday, February 25, 2017 6-9PM at Cary Country Club

Member: \_\_\_\_\_ Menu Choice \_\_\_\_\_ Spouse/  
 SO: \_\_\_\_\_ Menu Choice \_\_\_\_\_  
 Guest: \_\_\_\_\_ Menu Choice \_\_\_\_\_ Contact  
 Information (Phone/Email) \_\_\_\_\_  
 Guest: \_\_\_\_\_ Menu Choice \_\_\_\_\_ Contact  
 Information (Phone/Email) \_\_\_\_\_



2017 Banquet

# EAA Chapter 790 Membership Form - 2018

## or sign up on the Website under Chapter Membership

First Name: \_\_\_\_\_

Last Name: \_\_\_\_\_

Spouse: \_\_\_\_\_

EAA Membership Number: \_\_\_\_\_ (Must be an EAA member)

Street Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Home Phone: \_\_\_\_\_ / \_\_\_\_\_ - \_\_\_\_\_ Cell Phone: \_\_\_\_\_ / \_\_\_\_\_ - \_\_\_\_\_

Email Address: \_\_\_\_\_

Own Aircraft: yes or no Model or Type: \_\_\_\_\_

Aircraft Project: yes or no Model or Type: \_\_\_\_\_

### For Young Eagles

If you have completed Youth Protection training, what was the date \_\_\_\_\_

If you have completed the background check, what was the date \_\_\_\_\_

### Dues

\$25.00 Family/Individual Renewing Membership \_\_\_\_\_ \$10.00 Family/Individual First-Time Membership \_\_\_\_\_

\$10.00 Out of State Membership \_\_\_\_\_ \$10.00 Student Membership \_\_\_\_\_

Please make checks payable to "EAA Chapter 790" Bring this form and payment to a members meeting, or mail to:

EAA Chapter 790, PO Box 1206, Barrington, IL 60011

## MEET OUR MEMBERS

## Tom LeGates



I am Boston born and New England raised, having spend almost as much time in New Hampshire as my home state. After graduating high school from Exeter academy, I went to the West Coast for college at UC Berkeley in 1964. I ended up staying in the SF Bay area for another 16 years, until work brought us to the Chicago area in 1980. Prior to that move I was working at Fireman's Fund Insurance. Moving here I joined Kemper Insurance, and continued working in the IT area as I had with Fireman's Fund. As some of you may know, Kemper was having hard times in the early 2000's, and I was retired from there in 2003 as they were closing down the business. The 5 kids and 11 grandkids that my wife and I have between us, help to take up the "spare time" that we have now in retirement.

My flying adventures began on the west coast, with my private pilot license in 1967. I added my instrument rating to that in 1996. Aircraft ownership (partnerships) include a Navion in the early 70's and a K model Bonanza for 4 years beginning in 1999. The Bonanza was in great shape with a so-

phisticated instrument panel. The Navion should have gone straight to the restoration shop for extensive work – it was really a Junker. My partner and I were not particularly knowledgeable in picking aircraft at the time – I've learned a lot in the years since. Aside from my Bonanza hours, most of my Midwest flying has been with the club based at Westosha airport in Wilmot Wisconsin.

I joined Chapter 790 in the early 90's, when meetings were in the basement of a bank in Barrington, and Kitfox projects were all the rage. Ron Liebmann even brought his engine to a meeting for us to admire. I have been active with the chapter, volunteering at Young Eagle rallies all along, and more recently at our pancake breakfast fundraisers. I have participated on the board of directors for many years, and currently hold positions of treasurer and web editor. They say you meet the nicest people in EAA chapters, and 790 has been a shining example of that for me.

Oshkosh has been a part of my life for four decades now. I began going there for convention for a one day or weekend trips in the mid 80's (it was hard to get there from the west coast!). I began volunteering there in the mid 90's, and have since worked my way up to yearly two week camping/volunteering stints. Primarily I have spent my time as a Forums host providing A/V support for forum speakers, and at the Kid Venture campus, helping get the venue set up for convention week.

Sincerely,

*Tom LeGates*



## MEET OUR MEMBERS

### Mike Lunebach



I am a Chicago native, like my mother and father before me. After WW2 Mom and Dad (both WW2 veterans) settled on the south side. He went to work as an aircraft mechanic at American Airlines (and later retiring from TWA) and she stayed home to raise their eight children. I get my love of aviation from my father who was a B-25 crew chief. I also love motorcycles and hot rods having built many engines and chassis from scratch.

I attended the Chicago Tool and Die institute and worked as a tool maker for a few years which was the most valuable schooling and practical experience I ever had. The bad economy of the late 70's and early 80's saw me joining the Air Force where I was part of SAC supporting B-52 and KC-135 aircraft at Wurtsmith Air Force base in northern Michigan.

After the Air Force I married the love of my life, Victoria, and returned to the Chicago area. I joined the Air National Guard unit at O'Hare Airport and in 1986 I joined United Airlines as an Avionics Technician where I performed maintenance on the UAL fleet. During that time I logged 50 hours and 200

plus landings in Cessna 152/172 aircraft in pursuit of my private pilot license. With four kids, and a lack of money I curtailed my flying career at that point and set out to earn my BSEE. I remained at United Airlines for 20 years having left there in 2006. My last position at UAL being that of Radio Electronics Engineer where I designed and supported ground-to-air and airport-wide radio communications systems.

In 2006 I briefly worked at Honeywell in Phoenix Arizona where I was a product manager for their Radar Altimeter. The dip in the economy had me returning to Crystal Lake. Since 2006 I have worked for Harris Corporation as an engineer. Harris is a large electronic manufacturer for the military and public safety communications sector. I have lived in Crystal Lake since 1993 where my wife Victoria and I have raised four sons. I am also an accomplished welder, tool and die maker (machinist), shotgun sports and pistol shooter. I love all things aviation from jumbo jets to warbirds and dream of the opportunity to start flying again and perhaps even build my own aircraft.

*Mike Lunebach*

## OLE'S CHALLENGE #6

Congratulations, Matt. You are the winner of Challenge #5, and have a choice of free beer next opportunity we have or a ride for two in my airplane. Let me know.

The subject airplane is a fictitious high-wing tube and fabric two seat airplane powered by a 75 HP Continental engine. The owner is a private pilot with limited experience and new to the airplane. He studies the POH and comes across an oddity – at least it is odd in his mind. He notices that at his home field in Illinois, which has a 1400' runway, he **has** to use ½ flaps for take off if when at gross, but at his vacation home in Colorado – where the airfield is at 7000' with a 4000' runway - he **has** to take-off with **no** flaps. Using ½ flaps is not an option. Given that there are no significant obstructions in the take-off path, the Challenge question is why. Why are flaps required in one case and zero flaps called for in the other?

This is the situation at high altitude over Michigan: The traffic from the East coast to Chicago is running at close to capacity of both the Chicago airports and the ability of ATC to handle the traffic. The traffic has been slowed to 250 knots IAS and the following exchange was overheard on the ATC frequency: "Chicago Center – Continental 123 – we are running into significant headwinds here at FL 360 (36,000') -- do you have any wind reports at lower altitudes?" "Negative - Continental 123 – no reports, but I notice that the traffic at 300 is about 50 kts slower than the traffic at 360 even with the same speed assignment, so the head winds at 300 must be even higher."

Did the controller draw the right conclusion? Explain your reasoning, please.

What is a DF Steer?



A Bonanza is on a VFR flight from Lake in the Hills airport to St. Louis Lambert airport. There are scattered thunderstorms in the St. Louis area, and as he is approaching the airport the controller on the approach control frequency vectors him and a bunch of other airplanes for sequencing to the final approach course. In the process his assigned heading will take him directly towards a really big thunderstorm cell. He complains to the controller, but the controller responds that "I have other traffic on both sides of you – I cannot give you another heading, so stay on the assigned heading".

What should the Bonanza pilot do? Is he obligated to stay on the assigned heading?

Give me your best answers and win a ride for two in my airplane or free beer next opportunity we have.

*Ole* Keep the blue side up. 847 639-5408



## DECEMBER FLY OUT



### December 16th Portage Wisconsin Municipal Airport

I was turned back by 700 ft ceilings and marginal visibility about 10 nm south of Portage.

Other than that, it was a wonderful trip!

I went to Colonial for breakfast with Paul and Tom Solar.

Overall, the morning gets 9 stars!

I hope your trip was good too!

Dale

Dale, We actually made it. Son Paul and Mick Petrie went with. Similar to your situation, got down to where we were just skimming the tops, and then there was a bit of a break in the clouds, and we went down below them – about 6 or 700' AGL, headed directly for the airport, and landed on a plowed but snow covered runway. Makes for a smooth touch-down. Chose to file for the return, but once on top we cancelled and were home in something like 35 minutes. I did not expect this kind of weather. The only station showing any kind of weather, was Baraboo, so I figured that was an isolated situation driven by the nearby lake.

Anyway, all is well. We had a great time just the three of us. Talked to Bertoglio and Danek. They are fine and while they also turned around, they had a good time.

Ole

Tom Solar rode with Paul in his Glasair. The air was smooth and Paul had his autopilot on. Around 20 miles out we notice a band of low overcast clouds. At around 10 miles out we contacted AWOS at Baraboo and Dodge county which stated 700 feet ceiling, overcast. We descended to about 1200 feet to see if we could get under with no luck, so we turned back for Breakfast at the Colonial.

Tom

### Todd Whitmore's' P51 Shop Visit

(Gotta see this one)

When: Saturday January 20th at 10:00 AM

Where: Warehouse address is 828 Eagle Dr. Bensenville IL.

Contact info: My cell number is 847-217-6335.



### Summary of the December Board Meeting

**Treasurers' Report:** Currently we have \$7,204 in the Chapter Account with 51 members (13 more than last year). Tom LeGates will be submitting the Chapters renewal to EAA. Insurance coverage to remain the same as last year.

**Young Eagles Report:** The chapter has Young Eagles credits due, so we authorized purchasing a Chapter VHF portable radio and Young Eagles Hats and Shirts for the volunteers. Credits must be used by years end. Funding for an Air Camp candidate through Young Eagles credits in 2018 will be considered.

**Banquet:** Ole did all of the leg work on obtaining the location for the Banquet. Nice job Ole.

**Scholarship:** There were five very fine applicants this year. The \$1,000 scholarship winner will be announced at the February Banquet. It was a difficult choice.

**Youth in Aviation:** Brad DeLisle gave a report on the ground school for the local Crystal Lake School District. Funding is provided by students. There are currently 26 High School students attending and the School district is looking to expand this program next year.

**A Chapter Build project** was discussed. Cost was a major concern. Any members who would like to provide ideas, funding or participate, contact your board members.

**Chapter Directory:** Paul has completed the directory. Hand-outs will be at the regular meetings. Contact Paul if you would like a copy emailed.

**Speakers for Chapter Meetings:** Board members were assigned meeting dates for the Chapter meetings. Any members who know speakers who would like to present, contact your board members.

### Tidbit of Electric

After visiting the web, I couldn't help but insert a little bit of electric stuff this month. i.e. Drones are the rage and now two devices which are designed for passenger deployment are: The GHANG 184 single passenger all electric 8 rotor design from China and the US Surefly 2 passenger hybrid-electric. Yes Hybrid-electric (does the Diesel-Electric Engine bring any ideas to mind?)

The Surefly is scheduled to make its first commercial flight on January 8th. It has folding arms and can fit in the garage. Price estimates are less than \$200K, un huh.

Welcome Electric and Hybrid/Electric Passenger Drones.





## Calendar of Events

January 20<sup>th</sup> Shop visit with Tod Whitmore and his scaled down P-51 project 10:00 AM

January 23 Chapter Meeting at LITH Airport 6:30 "Winter Flying by Brad DeLisle"

February 2 Board Meeting at LITH Airport 6:30 PM

February 17th Annual Banquet at Cary Country Club 6:00 PM (no chapter meeting in February)

March 20 Spring Begins, Chapter Meeting at LITH Airport 6:30 PM

April 3 Board Meeting at LITH Airport 6:30 PM

April 24 Chapter Meeting at LITH Airport 6:30 PM

Check for further information on our Chapter's Website "[790.eaachapter.org](http://790.eaachapter.org)"

## ANNOUNCEMENTS

- ♦ Dave Boone is recovering from successful surgery and is up and about. Can't keep a good sailor down.
- ♦ Anyone interested in ideas for building a Chapter plane or a youth plane project, contact one your board members.

A graphic with the text 'Happy New Year!' in a large, blue, 3D-style font. The text is surrounded by various colorful streamers and confetti pieces in shades of green, purple, pink, and yellow. The entire graphic is enclosed in a thick red rectangular border.



## EAA Chapter 790 Staff



### OFFICERS

#### **President**

**Paul Ranieri**

847/997-0135

P.ranieri@comcast.net

#### **Vice President**

**Brad DeLisle**

847/276-5026

delisle.nx@gmail.com

#### **Treasurer**

**Tom LeGates**

847/462-1791

trlegates@comcast.net

#### **Secretary**

**Tom Solar**

847/902-8347 cell

tomsolar@sbcglobal.net

### Flight Advisor

**Glen Brisson**

847/438-7786

**Herb Gottelt**

847/439-3397

### **Young Eagles**

**Matt Van Bergen**

847/561-0520

mvanbergen@gmail.com

### **Newsletter Editor**

**Tom Solar**

847/468-9437

tomsolar@sbcglobal.net

### **Website**

**Tom LeGates**

847/462-1791

trlegates@comcast.net

### Flight Advisor/Tech Counselor

**Ron Liebmann**

847/352-8282

**Mike Perkins**

217/725-0628

**Ole Sindberg**

847/826-1935

### DIRECTORS

**Paul Ranieri**

847/997-0135

P.ranieri@comcast.net

**Brad DeLisle**

847/276-5026

delisle.nx@gmail.com

**Tom LeGates**

847/462-1791

trlegates@comcast.net

**Tom Solar**

847/468-9437

tomsolar@sbcglobal.net

**Lon Danek**

847/381-4286

LDanek417@aol.com

**George Roby**

847/658-3655

groby51@gmail.com

**Ole Sindberg**

847/826-1935

oleeva@sbcglobal.net

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