



FT	3000	9000	12000	18000	30000	34000
BRL	1937	2215+12	2617+07	9900-09	20734	283444
DBQ	1922	2215+12	2617+07	9900-09	20734	283444
DSM	1919	2215+12	2617+07	9900-09	20734	283444
MCW	1709	2215+12	2617+07	9900-09	20734	283444
JOT	2229	2215+18	2106+13	2706+06	3205-09	9900-19
SPI	2028	1921+18	1911+12	9900+06	3611-10	3405-20
					191034	161745

Winds Aloft



EAA Chapter 790

Lake in the Hills, IL

790.eeachapter.org

DECEMBER FLY OUT-Lone Rock



On Saturday December 15th we had a fly-out to Lone Rock Tri-County Airport to have breakfast at their Piccadilly Lilly Diner.

The forecast showed early morning haze with restricted visibility and as a result our departures were a bit delayed. However, it turned to be as nice a day as they come. Initially 11 people signed up to go but in the end, we were 13 people in 6 airplanes. Tom Solar had rented a C-172 from Blue Skies, and George Roby and Mic Petrie went with him. I went with Paul Rani-eri in the Glastar, and Lon Danek in the 172 came with Jim Roozee and Jim Bertoglio. Then Rich Oleszczuk came with his partners Ryan Healy and Lance Schulte. Then Jeff Dingbaum came alone and Dave Boone did the same. We were seated at two tables – they do not a single table big enough for thirteen. But it was all good, the restaurant was good, good food and service. I forecast this will be a place we fly to again.

Keep the blue side up. *Ole*

YOUTH IN AVIATION EVENT



The American Champion Aircraft tour has been finalized for January **4th**. Plan to meet at American Champions Office at 10:00 AM. 32032 Washington Ave., Rochester, WI. 53167. The Tour will start at 10:30 and will last until 2:30. The estimated travel time from Lake in Hills Airport is 1 hour and eight Minutes. It is located 1 mile west of the fox river on Highway D in Rochester, WI. The entrance is located on the North side Hwy D. Ask for Joanne.



American Champion Aircraft airplane manufacturing tour, is for young people who are interested in learning how tube and fabric general aviation aircraft are built from start to finish.

For those who wish to caravan, meet at Blue Skies at Lake in the Hills Airport at 8:30. Tom Solar cell 847/902-8347



AMERICA'S PILOT

Captain Sully Sullenberger on how landing a plane on the Hudson River tested a lifetime of dedication to teamwork and training — and gave him a powerful voice for good.

BY SARAH ELBERT | PHOTOS BY JEFF LIPSKY

Nearly 10 years after the fact, Sully Sullenberger can now admit that he and his US Airways crew were more than “just doing their jobs” on Jan. 15, 2009. Their accomplishment was, in fact, remarkable and would soon be called the “Miracle on the Hudson.”

That day, shortly after taking off from New York City’s LaGuardia Airport and on its way to Charlotte, N.C., Flight 1549 flew into a flock of Canada geese and lost

both engines. Sullenberger, the plane’s captain, says that in 42 years (roughly 20,000 hours) of flying with the U.S. Air Force and as a commercial pilot, he’d never lost one engine — much less two.

“I knew immediately, in the first few seconds, how big a deal this was going to be,” he says. “I knew that this was going to be

one of those events that divides one’s life into before and after — and that was going to be true for everyone on that airplane.”

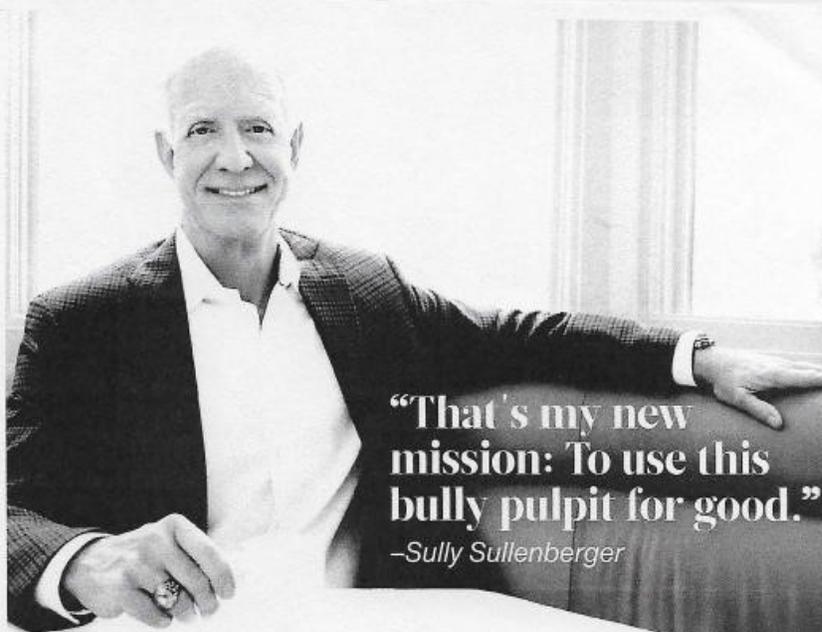
After processing the situation, his voice calm and determined, Sullenberger told the air traffic controller that their plane couldn’t make it back to LaGuardia. They couldn’t make it to *any* runway. Less than four minutes after taking off, they were bracing for impact on the Hudson River. ▶

Despite never having practiced a water landing — it simply wasn't possible with existing flight simulators — Sullenberger says he "was confident that I could take what I did know, adapt it and apply it in a new way to solve this novel event that we never anticipated or trained for. I didn't think I was going to die that day, but it was going to require every bit of knowledge, skill, experience and judgment I had attained over half a century to be able to do that."

And, as most Americans know, Sullenberger and his crew — including First Officer Jeff Skiles — did land that plane on the water, without any casualties. And thanks to the rescue efforts of the ferries from NY Waterway, all 155 people on board made it back to land safely.

"At the beginning, I was intent on saying that we were doing our jobs, we were filling our professional responsibilities," Sullenberger says. "And all that was true. But I think in retrospect, I've gained a full appreciation of how much we accomplished that day, and that in some ways we were selling ourselves short by characterizing it as 'just doing our jobs.'"

"So, yeah, I do celebrate it now. I will say that had even one person perished,



"That's my new mission: To use this bully pulpit for good."

—Sully Sullenberger

I couldn't have celebrated any of this," he says. "We were fortunate."

And that story of survival, which played out against a backdrop of Manhattan's skyscrapers and in the midst of a painful economic recession, riveted a nation. For many, Sullenberger, whose full name is Chesley Burnett Sullenberger III, still represents a triumph of will over circumstances — even if he isn't quite as recognizable these days without his signature moustache.

In the years since 2009, Sullenberger has retired from commercial flying but is far from retired. He's written two books: *Sully: The Untold Story Behind the Miracle on the Hudson*, which was made into a movie starring Tom Hanks, and *Making a Difference: Stories of Vision and Courage from America's Leaders*. He's a safety expert and speaker, and he currently serves on the U.S. Department of Transportation's Advisory Committee on Automation in Transportation. And he's very much looking forward to the 10th anniversary of that fateful landing in early 2019 and reuniting with the



Above: Tom Hanks and Captain Sullenberger attend a screening of *Sully* in London in 2016. Below left: Passengers wait to be rescued from the sinking US Airways jetliner.

US Airways crew and passengers at the Carolinas Aviation Museum in Charlotte, N.C., where the plane is displayed.

Sullenberger's also active in Northern California, where the Texas native has lived for decades. He's the father of two accomplished daughters in graduate school and is an active philanthropist. He also still flies private planes. Because when you know at age 5 that you were born to do something, you can't just let it go.

Which isn't to say that the "Miracle on the Hudson" left Sullenberger unchanged. He suffered the short-term effects of post-traumatic stress disorder (PTSD), which he's shared as part of his involvement in the Make the Connection initiative. The U.S. Department of Veterans Affairs program helps veterans connect with others like them, to hear their stories and know they're not alone.

Sullenberger has relied on his experience — the years of routine flying and the water landing — to speak about safety and leadership in many industries, whether it's urging drivers to put away their phones or consulting on patient safety. He tries to educate the flying public about the essential and sometimes unappreciated role that pilots play in our lives today. And he's an ambassador for "human skills" as well as technological expertise: showing moral courage, listening, respecting those who report to you, embracing empathy and being willing to set aside your own interests for the common good.

"This event, of course, has given me now a bully pulpit, a greater voice about things I've cared about my whole professional life," he says. "So that's my new mission: To use this bully pulpit for good. Because in my world, not to do so would be a dereliction of duty."

Sullenberger says that doing the right thing is often the harder choice. "It's really, ultimately, in my mind, about core values, about leadership and culture, creating an environment in which we are all willing and able to do our best work," he says. "That's really what sets apart the best from all the rest." *

Photo courtesy New York Daily News Archive

Sullenberger on...

How airline cockpit culture has changed since he began flying:

"I started flying 51 years ago when captains were not good leaders. They did not build and lead their teams, they were solo acts, they were autocratic, arrogant and didn't listen to others. After decades of technological improvement, we finally began in earnest to attack the human part of the safety equation. We observed how the best captains built and led their teams, how the best crews operated, and we taught everybody else to be as good."



How people and technology work together:

"At least for now, technology can only do what has been foreseen and for which it has been programmed. Even though humans are often the least predictable part of the safety system, they are by far the most adaptable and resilient. So we need both."

Basic civic duty:

"I think it's critically important, especially when we get in a car, to have the sense of civic duty to remind ourselves that as citizens, there really are things that we owe to each other. That we're really not islands unto ourselves and that if we didn't occasionally put our own immediate needs aside and delay our own gratification — if we didn't give these little gifts of civic behavior to each other — civilization wouldn't be possible."

Meeting with current service members of the U.S. Armed Forces:

"It's really been rewarding to visit Air Force bases, Navy bases, Army bases and see the next generations of those who are choosing to serve our country. They have the same courage, integrity and dedication that previous generations did. We're in good hands."

Renew by **UnitedHealthcare** | 1

Article Provided by Tom Jackson from Renew Magazine of United Healthcare.

Chapter Scholarships



The \$1,000 flight Training Scholarship was awarded to Riley Conroy. Riley makes his home in Cary and has completed his private license through Blue Skies. His goal is to be an airline pilot. Riley will be attending ATP school in Meza, Az.

Congratulations Riley!

The Air Academy Scholarship has been reserved for an applicant to be determined.

Chapter Calendar

- Chapter Youth Tour American Champion Aircraft, Rochester, WI. January 4th.
- January 22nd Chapter Meeting
- February 5th Board Meeting
- Annual Banquet February 9, 2019
- Check the Chapter Website "<http://www.790.eeachapter.org/>"
for any additional details and a list of local chapter events in the area



HAPPY ★ NEW ★ YEAR

Yes its Dues renewal Time.

Dues can be paid on line. Check our Website 790.eaachapter.org

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

EAA Chapter 790 Staff

OFFICERS

President

Paul Ranieri

847/997-0135

P.ranieri@comcast.net

Vice President

Matt Van Bergen

847/561-0520

mvanbergen@gmail.com

Treasurer

Mike Petrie

847/987-2708

m_petrie@live.com

Secretary

Brad DeLisle

847/276-5026

delisle.nx@gmail.com

Flight Advisor

Glen Brisson

847/438-7786

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

Matt Van Bergen

847/561-0520

mvanbergen@gmail.com

Brad DeLisle

847/276-5026

delisle.nx@gmail.com

Mike Petrie

847/987-2708

m_petrie@live.com

Tom Solar

847/468-9437

tomsolar@sbcglobal.net

Lon Danek

847/381-4286

LDanek417@aol.com

Ole Sindberg

847/826-1935

oleeva@sbcglobal.net

WINDS ALOFT, the six time EAA international Newsletter award winner, is published Periodically by EAA Chapter 790 for the use and enjoyment of its membership and others to whom it is provided. No claim is made to the accuracy or validity of the content presented in this publication. Editorial content is the opinion of the contributor and does not necessarily reflect the position of Chapter 790 or of the Experimental Aircraft Association (EAA). Permission is granted to others to use any non-copyrighted material appearing in this publication so long as credit is acknowledged.