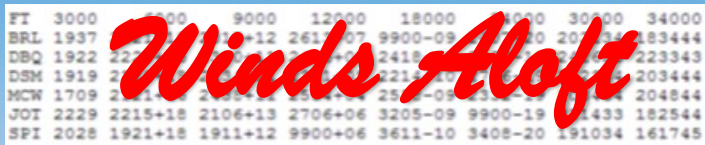


Volume 38

Issue 6

June, 2019



EAA Chapter 790

Lake in the Hills, IL

790.eaachapter.org

May Chapter Meeting



Hal Richter gave a fine presentation on some of his experiences in the Army Air Corp and Air Force as a 30 plus year reservist. He showed some away movies of Korea during his service there,

Hal was the crew chief and flight engineer on both the C46 and C119 aircraft; flying supplies into N. Korea and wounded back to Japan, landing at one time when an engine fell off, yes fell off a C46.

If you weren't there you missed a great one.

In this Issue:

- May Chapter Meeting
- June Young Eagles
- Thoughts on the 737 MAX
- June 15th Fly Out & BBQ
- Chapter Air Academy Winner
- IDOT award to LITH Airport
- Member News
- Calendar of Events
- Annual Dues Form-**New PO Box**
- Volunteers Needed-6/29-30 Pancake





June Young Eagles

Hi Everyone,

While we had about an hour delay to today's rally, we still ended up making it happen. We flew 45 kids with a limited number of volunteers over a 5 hour timeframe. Special thanks to those that made it out today, worked hard and rolled with the weather delay, specifically:

Office/Admin

Bud Herod

Claire Van Bergen

Ole Sindberg

George Roby

Kayla Stancy

Aircraft Logistics (hot, humid day!)

Mick Petrie

Frank Logalbo

Pilots (2-three place and 1 one place airplanes flew 45 kids)

Tom Solar

Rich Oleszczuk

Marc Stancy

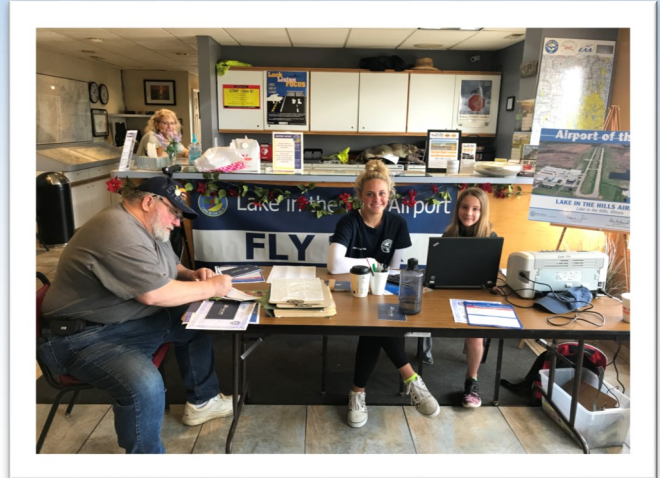
Everyone definitely went the extra mile on this one which allowed us to fly all of the kids. Many first time rides for kids too, which is always great. We also had a surprise appearance from Julie Savage who began her aviation journey as a young eagle (at Chapter 790) when she was 15 years old. Fast forward 25 years and she is now a very happy United Airlines pilot. During our rain delay, she spoke for about 10 minutes regarding her journey in aviation. Her energy was inspiring and I think really made an impact on the kids today.

THANK YOU-see you on July 6th for our next one.

Mat Van Bergen

Chapter 790 Young Eagles Coordinator

Young Eagles viewing the almost ready to fly Cessna 170 with Robert Skalany



My Thoughts on the Max 737 by *Paul Sindberg*

With the 737 being in the news, I thought maybe you would like to hear my thoughts on it. I have flown the 737 from the right seat for over 5,000 hours and I am in school for the left seat. I have followed the MCAS situation closely. I like the 737 and I am confident it can be flown safely.

First, a little history. There is some new technology in engines that are making them far more efficient. Enough that an airline would have a disadvantage if they don't use the new geared fan engines. Both Boeing and Airbus knew this and were planning on airplanes that would take advantage of this. The engines are bigger however and have a larger fan. Airbus has the 320 series aircraft (319, 320 and 321 are all the same basic plane) and that plane has room below the wing for larger engines. Boeing has the 737 in the same market, but it does not have this room below the wing. As such, as late as 2011 Boeing was favoring a new clean sheet single aisle plane in the manner of the 787. Then American Airlines, in July 2011, placed a large order of new planes: 486 planes worth over 38 Billion. Boeing and Airbus split this record sized order. Boeing then changed gears and decided to put this new engine on the 737. Market pressure?

Airlines understandably always want to reduce costs, and training is a big part. If a new plane can fit into the same type rating as an existing one, that can reduce costs. Boeing worked hard to figure out ways to keep this new 737 MAX keep the same Type Rating. However, they had to extend the nose gear and move the engines forward and up in order to fit the new engine nacelles. The new Leap1 engine has a fan that is 8" larger than the CFM engine; this changes the character-

istics of the plane. We all know about P-Factor in GA prop planes. As you add power, there is a significant aerodynamic effect that a pilot has to counter. The 737 doesn't have P-Factor, but it does have a very noticeable pitch up effect with power. The new geometry along with a more powerful engine increase this effect. MCAS was designed to assist the pilots in dealing with this tendency. Specifically, test pilots reported a very light feel to the controls at very high-but not stalling -AOA. This is not specifically dangerous, but quite different from the 737 NG, and so Boeing added the MCAS system to make it feel more like the 737 NG to keep the same Type Rating. Boeing changed the spoiler control system to a full electronic one that has complete control over each spoiler.

This not the only new system on the MAX to assist in flight characteristics of this plane. Amongst the changes are:

MLA-Maneuver Load Alleviation: high gross weight with extended speed brakes. This will decrease structural loads by retracting spoilers. Does not move the spoiler handle.

LAM-Landing Attitude Modifier: increases the pitch angle to be similar to NG and provide additional drag when thrust is near idle using spoilers. Does not move the spoiler handle.

EDS-Emergency Descent Spoilers: raises spoiler to a greater extent than normal in an emergency descent.

Elevator Jam Landing assist System: In the event of a jammed elevator, uses spoilers to assist pitch control. Has to be turned on in an emergency.

RCAS-Roll Command Alerting System: alerts crew if autopilot is losing roll control authority (visual alert and a possible aural alert)

(continued on page 7)

June 15th BBQ Fly Out to Chuck Binzels Home Airport

Chuck Binzel's private airstrip/residence is a 2000 ft. Turf N/S runway. Chucks Airport WI95 is located at the west end of Kenosha airspace. Contact Kenosha tower and inform them your location and you will be landing at **WI95**.

Kenosha Tower Freq. is 118.6, ATIS 127.75

Bring a folding chair and lots of stories.

Plan to meet at 11:00 AM. Chapter will provide food and drinks. If you are unable to fly into a turf runway, Chuck will meet you at the Kenosha Airport terminal if you provide time of arrival. If you are driving, enclosed is a route map to his home. His address is: Airstrip Rd., 17001 60th St., Bristol, Wi. 53104

Contact Paul Ranieri or Ole Sindberg for travel arrangements., flying or driving.



Lon Danek is recovering from minor surgery. Lon, we wish you a speedy recovery.

Megan Pranczke is the winner of our Chapters Air Academy Scholarship

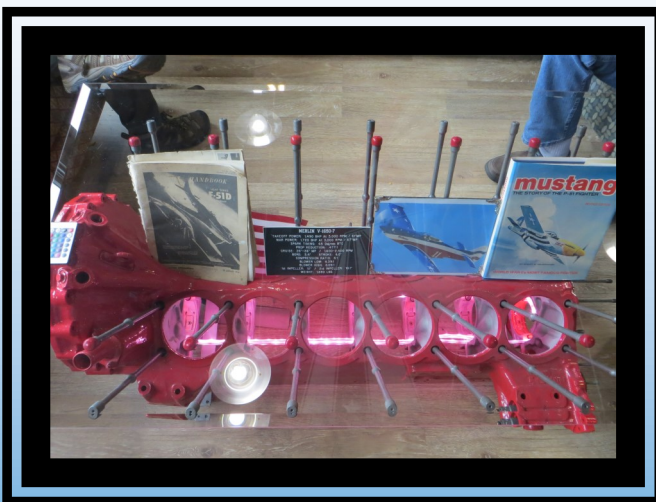
I received more information about Megan from her mom (Margaret Pranczke).

Matt Van Bergen

“Megan is looking forward to this. She just had career day the day before at school and was saying how a pilot and an air traffic controller came in to talk about their careers and she was interested in both. Who would have thought the next day she would win an air academy camp!

Also, another reason is Megan has been diagnosed EDS type 3 this year (hypermobility issue, ligaments are all too loose and has a lot of pain constantly, sadly) and has been told she can no longer do gymnastics. She has been going to the Shirley Ryan Ability Lab for pain management for 6 hours a week and finishes up next week and we will probably always have to take her to PT on and off to help with pain. The Shirley Ryan Program ends next week. She’s been heartbroken about not being able to go back to her gymnastics team, but was happy to know that she realized she liked flying in gymnastics and she can now do this academy and NOT be told NO!! So glad! We had hoped one day to send her to gymnastics camp which was about the same price as this academy and NOT in our price range and this came up. Just great all around!

Megan is also an honors student. She has honors algebra on her high school transcript and she is in 8th grade, finishing that up in a couple weeks. She is taking honors history over the summer. Its 6 weeks and I think we told you, that this camp happens to be in between the 2 sessions! She also wants to graduate high school early. She’s already talking about going to Harvard for school or maybe Ireland as my family is from there. Its nuts! LOL!”



Here is a picture of a Merlin Engine, owned by Tom Morton and displayed at Jim Finefield's shop at Lake in the Hills Airport. Jim fixed this up and made it into a nice coffee table for those who like to hang around, drink coffee and swap plane stories.

Stop by and say Hello to this fine group of folks and Tom will give you the full story of where this engine came from.



3CK Receives Award From IDOT

On Thursday, May 9, the Illinois Department of Transportation (IDOT) awarded Lake in the Hills Airport (3CK) Reliever Airport of the Year. IDOT selected 3CK for this prestigious award based upon its accomplishments throughout the year, its cooperation and coordination with IDOT, commitment to safety, promotion of aviation events, and facility maintenance.

"It is always rewarding to be recognized for your efforts", stated Mike Peranich, Lake in the Hills Airport Manager. "This award is unique due to the number of high quality airport facilities throughout the State of Illinois."

As a reliever airport, Lake in the Hills allows general and corporate aviation access to the Chicago region while alleviating traffic from the busier commercial airports downtown. Winners in each of the five airport categories were announced on May 6 and received formal recognition at a ceremony in Peoria, Illinois on May 9. There are 107 registered airports in the state. Lake in the Hills previously earned this distinction in 2010.

My Thoughts on the 737 Max

(continued from page 2)

Only one of these systems notifies the crew of activation in any way. This is called “transparent to the crew.”

The MCAS is a system we were not informed of. Boeing thought it would be transparent to the crew. It looks at the AOA data and determines if the aircraft angle is too high/close to stall and lowers the nose to compensate using the electric stab trim system. It only operates during manual flight. With the autopilot on. It will not operate. American Airlines has always paid the extra money for 2 AOA sensors and the AOA disagree alerting system. Our PFD always shows the AOA gauge right on the screen. Most other airlines do not do this to save money. Our union (APA) has gone over the data for every single 737 MAX flight that AA has flown and found no instance of MCAS activation. It appears that both 737 MAX crashes had erroneous AOA data being sent to the MCAS system. As such, the MCAS system operated correctly, just with bad inputs. A new wrinkle this week is that we found out that in our AA 737 planes with the AOA disagree warning, it is inhibited below 400 feet. Once again something we were not aware of.

A further complication is that the manual trim system is a cable operated system. This operated fine unless there is a significant force being applied at the same time. We all know just how hard it can be to turn a screw if there is a jamming force being applied. With a nose down stab trim from a faulty MCAS system operation, the pilot would naturally be pulling back on the con-

trol column in order to keep the plane from descending. Once the electric trim system is turned off via the two center guarded switches, the only trim is via the large trim wheels. However, this can be jammed as the pilot keeps significant back pressure on the control column. In order to move the manual trim, the pilot will have to unload the pressure, which surely causes a descent. This might have to be done in several steps before the back pressure is reduced enough to allow normal manual operation. This is not in any manual for the 737 I have ever seen. Any pilot who is in this situation and cannot move the manual trim might consider turning back on the electric system to move the trim. Of course, that can result in the MCAS system operation once more. Reducing thrust and autopilot usage are all available options as well.

In the two accidents we are all talking about, it appears that the thrust remained set at a very high (Takeoff) level. This most certainly added to the pitch up tendency the crews encountered. Perhaps if they had brought the power back, they would not have encountered the MCAS system inputs. I have also read that at high angle of attacks in the 737 MAX, the engines add to the lift vector and not just by the trigonometric value of the thrust; compounding the nose up issue.

Paul

Editors Note: This article does not reflect any upcoming NTSB investigation.

Member News

Good Afternoon Tom,

Here is my short bio:

My name is Tim Stricker and I currently am a First Officer at Republic Airways, and am flying the Embraer 175 out of ORD. Majority of my training was done at Embry-Riddle Aeronautical University in Daytona Beach with some tailwheel training outside of the University. It was with great pleasure that I was hired as an instructor for ERAU to help teach the 1500+ flight students, where I received multiple faculty awards, including Flight Instructor of the Month.



My flying goals are to fly the B747 for Atlas Air and to serve in the Jacksonville Air National Guard flying the F-15. It would be a dream to have a pilot job where I can maintain a great quality of life and have my fill of flying. Outside of flying, I enjoy spending my time as an avid reader and a runner.

If you have a seat available in your aircraft or would like to talk pilot talk, then let me know!
timothystriker@gmail.com

In Memory of

As you are probably aware, Don Jenerick passed away peacefully last month. Don was a long time member of Chapter 790 and a regular volunteer and participant of Chapter 790 events. Some of his many contributions: Young Eagles Coordinator, printed out the young eagles certificates at every young eagles event, Work Weekend 790 volunteer the first weekend of June at Oshkosh, Volunteer at Air venture-Carts program, Ambassador and Kids Venture. Don is survived by two daughters and a son and grandson Pete who also is a young eagle. Don was a Naval Reservist. Thank you Don and we will miss you.

It would also be appropriate to mention those Chapter 790 members who have previously Gone West: Buck Hilbert, Ken Kresmery, Frank Herdzina, Mike Titre, Herb Gottelt, Bill Rose, Milt Ciarello, Bill Raney, Bob Nitschneider, Marv Jensen, Tom Barnes and Jack Kinyon.

I hope there's a place, way up in the sky
Where pilots can go when they have to die.
A place where a guy could buy a cold beer
For a friend and a comrade whose memory is dear.
A place where no doctor or lawyer could tread,
Nor a management-type would e'ler be caught dead!
Just a quaint little place, kind of dark, full of smoke,
Where they like to sing loud, and love a good joke.
The kind of a place that a lady could go
And feel safe and secure by the men she would know.

Captain Michael J. Larkin, TWA (Ret.)

There must be a place where old pilots go,
When their wings become heavy, when their
airspeed gets low, Where the whiskey is old,
and the women are young,
And songs about flying and dying are sung.
Where you'd see all the fellows who'd 'flown
west' before, And they'd call out your name, as
you came through the door, Who would buy
you a drink, if your thirst should be bad,
And relate to the others, "He was quite a good
lad!"

Calendar of Events

- June 1st, Sat Young Eagles LITH 8:30-noon
- June 4th, Chapter Board Meeting, 6:30 LITH Airport
- June 15 , BBQ Fly out to Chuck Binzels Wisc. Airport
- June 25th, Chapter Meeting and BBQ 6:30 LITH Airport
- June 29th, Set up for Pancake Breakfast-volunteers needed-9 AM-11 AM
- June 30th, Sunday Annual **Chapter Pancake Breakfast** 3CK 8 AM –Noon
- July 6th, Sat Young Eagles, LITH 8:30-noon
- July 22nd-July 28th Air Venture, Oshkosh
- August 3rd Sat Young Eagles, LITH 8:30-noon
- Sept 7th,, Sat Young Eagles, LITH 8:30-noon
- Sept 24th, Chapter Meeting and BBQ 6:30 LITH Airport
- Sept 28th Fly out to Havana, Il. For Astronomy Night at the airport
- Oct 5th, Sat Young Eagles, LITH 8:30-noon
- Oct 19th, Sat. Christian Eagle Shop Visit, Schaumburg Airport #0311
- Oct 22nd, Chapter Meeting 6:30 LITH Airport
- Nov.26th, Chapter Mtg. IMC Presentation
- Check the Chapter Website "<http://www.790.eaachapter.org/>"
for any additional details and a list of local chapter events in the area



EAA CHAPTER 790 ANNUAL PANCAKE BREAKFAST

When: Sunday June 30th 8 AM till Noon

Where: Lake in the Hills Airport 3CK, 8407 Pyott Rd.
Lake in the Hills, Illinois 60156

Price: \$8 Adults \$5 for children All you can eat,
eggs, sausage, buttermilk and blueberry pancakes, coffee, juice

Event Chairman: Lon Danek

847/790-6286

Funding benefits Youth in Aviation Scholarships

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:

(NEW PO BOX) EAA Chapter 790, PO Box 685, Crystal Lake, IL 60039

June, 2019



2019 Calendar

EAA Chapter Events in the Chicago Area

May

- 3 to 5 - Chapter 22 B-17 Rides at Rockford Airport (KRFD)
- 4 - Chapter 790 Young Eagles Rally, 8:30am to Noon at Lake in the Hills (3CK)
- 4 - Chapters 22 and 1414 Young Eagles Rally at Rockford Airport (KRFD)
- 4 - Chapter 414 Young Eagles Rally at Stick and Rudder, Waukegan (KUGN)
- 5 - Chapter 22 Pancake Breakfast at Cottonwood Airport (1C8)
- 11 - Chapter 932 Young Eagles Rally from 9am to 1pm at Galt Airport (10C)
- 11 - Chapter 838 Young Eagles Rally at Batten International Airport (KRAC)
- 11 - Chapter 461 Young Eagles Rally at Bolingbrook's Clow Airport (1C5)
- 12 - Chapter 1414 Young Eagles/Pancake Breakfast at Poplar Grove (C77)
- 18 - IAC Giles Henderson Memorial Challenge, Salem-Leckrone Airport (KSLO)
- 18 - Chapter 790 Fly-out for aerobatic demos at Salem Leckrone Airport (KSLO)
- 19 - Chapter 579 Young Eagles Rally, 9am to 1pm at Aurora Municipal (KARR)

June

- 1 - Chapter 414 Young Eagles Rally at Skill Aviation, Waukegan (KUGN)
- 1 - Chapter 790 Young Eagles Rally, 8:30 to Noon at Lake in the Hills (3CK)
- 1 and 2 Cavalcade of Planes/Ford Trimotor at Bolingbrook's Clow Airport (1C5)
- 1 - Chapter 241 Young Eagles Rally at DeKalb Airport (KDKB)
- 2 - Chapter 241 Pancake Breakfast at DeKalb Airport (KDKB)
- 8 - Chapter 838 Young Eagles Rally at Batten International Airport (KRAC)
- 8 - Chapter 95 Young Eagles Rally from 9am to 2pm at Morris Airport (C09)
- 9 - Chapter 1414 Young Eagles/Pancake Breakfast at Poplar Grove (C77)
- 8 - Chapter 461 Young Eagles Rally at Bolingbrook's Clow Airport (1C5)
- 15 - Barnstormers Day Fly-in/Drive-in from 8am to 2pm at Galt Airport (10C)
- 16 - Chapter 153 Father's Day Pancake Breakfast, 8-12 at Schaumburg (06C)
- 22 - Chapter 15 Poker Run/BBQ at Romeoville's Lewis Airport (KLOT)
- 23 - Chapter 579 Young Eagles Rally, 9am to 1pm at Aurora Municipal (KARR)
- 30 - Chapter 790 Pancake Breakfast, 8am to Noon at Lake in the Hills (3CK)

July

- 6 - Chapter 790 Young Eagles Rally, 8:30 to Noon at Lake in the Hills (3CK)
- 12 - Chapter 95 Ice Cream Social at Morris Airport (C09)
- 14 - Feast Outdoors Foraging Walk (reservations required) at Galt Airport (10C)
- 13 - Chapter 414 Young Eagles Rally at Kenosha Airport (KENW)
- 13 - Chapter 838 Young Eagles Rally at Batten International Airport (KRAC)
- 13 - IAC Michigan Aerobatic Open, Bay City, Michigan (3CM)
- 13 - Chapter 461 Young Eagles Rally at Bolingbrook's Clow Airport (1C5)
- 14 - Chapter 1414 Young Eagles/Pancake Breakfast at Poplar Grove (C77)

Visit the chapter websites for more information about each event.

2019 IAC Contest Calendar; www.IAC.org/contests



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