



FT	3000	9000	12000	18000	24000	30000	34000
BRL	1937	2215+12	2617+07	9900-09	20734	223343	223343
DBQ	1922	2215+12	2617+07	9900-09	20734	223343	223343
DSM	1919	2215+12	2617+07	9900-09	20734	223343	223343
MCW	1709	2215+12	2617+07	9900-09	20734	223343	223343
JOT	2229	2215+18	2106+13	2706+06	3205-09	9900-19	191034
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.eaachapter.org**

The February Banquet is just around the corner. Be sure to fill out the registration form located in the newsletter or go on line to our website "790.eaachapter.org". Your board has again discounted the regular Banquet pricing to \$25 per member and one guest. A considerable savings to those on a budget. The winner of our Chapter Aviation Scholarship will be presented. The Banquet Presenter will be sent out on a separate email. Tod will be attending his sons soccer tournament in California.

- ◆ In This Issue
- ◆ February Banquet Registration Form
- ◆ 2018 Dues Form
- ◆ Brad's January Mtg Presentation
- ◆ Ole's Challenge #6
- ◆ T51 project Shop Visit
- ◆ Calendar of Events

## Winter Flying Tips, Brad DeLisle



Brad brought up some great points from his experiences in Winter Flying. As you probably know Brad has flown in Alaska as a bush pilot and has many hours of flying the Buffalo and NE corridor.

Some tips he shared:

- \* Be cautious when Notams report good brak-



ing conditions. Make sure you use all of the runway

- \* When you use engine covers while on the ramp, be sure to take them with you when you fly. It will keep you warm in case of a forced landing.

*(Continued on Page4)*

## 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

## Winter Flying Tips (cont. from Page 1)



- \* If you see this from above, (Sun Dogs) Ice Crystals are forming and expect low visibility when landing.
- \* Check your crankcase breather lines. If the port is iced, be sure to clear it otherwise the backpressure may be rather startling.
- \* Insure your wheel pants are clear or your underpants may not be. Many pilots remove their wheel pants in the winter so slush, snow or ice don't accumulate.
- \* If your plane has been in a heated hanger, be aware that falling snow or drizzle will cling to the wings and can change to ice when wheeled out.
- \* Iso Propyl alcohol has been an inexpensive frost removal
- \* Keeping a Tannis heater on indefinitely may lead to acid engine build up and internal engine rusting. An inexpensive timer would help alleviate this.
- \* Ensure you do not try to jump start a frozen battery. It may explode.
- \* Ice can form on a cooled surface when dew point is above 32 degrees

## OLE'S CHALLENGE #6

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 air-field 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

## Todd Whitmore's' T51 Shop Visit



Saturday January 20<sup>th</sup> the Chapter had a work shop visit with Tod Whitmore and his T51 project. The T51 is a  $\frac{3}{4}$  scale P51 airplane, but it has two seats, and promises to be a delightful airplane to own and fly once completed. We have had at least two earlier visits with this project, and this may well be the last one before the airplane is moved to an airport for final assembly and preparation for first flight.

It is quite a project Tod has undertaken; he is a first time builder and a low time pilot. Nevertheless, the airplane is now about 90% complete, but as you have heard before - 90% complete also means about 90% to go. Of course this is an exaggeration, but the point is that there is still a lot to do before actually flying.

It is a complex airplane with retractable gear and a constant speed propeller; it is also a high performance airplane with about 300 HP on tap, and it is a tailwheel airplane, so Tod has had a lot of challenges building the airplane, and he will have challenges when he starts flying the airplane.

We all admired what he had done and the choices he had made, workmanship was very good to excellent, and we wish him the very best as he continues the work to complete the airplane.

The following people attended the workshop.

Pete Lind, Matt Van Bergen, Paul Ranieri, Carl Geiger, Ron Liebmann, Tod Whitmore, Ed Berthold, Tom Solar, Ego

Keep the Blue Side Up

*OLE*

## Tod Whitmore T51 Shop Visit (cont.)



One of these like minded friends would escort Ed in his B24 from England.



Garmin display, canopy lever on right, lots of stuff on the pistol grip



New Corvette 7 liter V8 \$5,500 from PC performance, water cooled, non turbo  
 Titan 1.9 Gear reduction  
 Link ECU (Fadec) limits engine rpm to 3000  
 Composite prop and hub approx. 26 lbs. constant speed  
 Hydraulic landing gear with dump handles for both gear doors and landing gear.  
 Dual controls  
 Garmin screen, 2 batteries  
 Sliding canopy with right hand geared crank  
 Approx. 60 mph stall speed  
 300 ft. take off (would like to see that)  
 400 ft. landing (would like to see that as well)  
 406 and 120 ELT  
 Expected completion: 2018 year end. Holler if you need help

## Calendar of Events

February 2 Board Meeting at LITH Airport 6:30 PM

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

March 20 Spring Begins, Chapter Meeting Chili Cook Off, bring your best. at LITH Airport 6:30 PM

April 3 Board Meeting at LITH Airport 6:30 PM

April 24 Chapter Meeting Brodhead Museum Representative at LITH Airport 6:30 PM

May 22 Chapter Meeting Pete Lind presents the GP-4 plane at LITH Airport 6:30 PM

June 5, Board Meeting at LITH Airport 6:30 PM

June 26 Chapter Meeting at LITH Airport 6:30 PM

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

## 2018 Young Eagles

The first Saturday of the month beginning:

May 5th, 8:30-12 noon

June 2nd, 8:30-12 noon

July 7th, 8:30-12 noon

August 4th, 8:30-12 noon

Sept. 1, 8:30-12 noon

Oct. 6, 8:30-12 noon

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