



LAKE IN THE HILLS, ILLINOIS

Winds Aloft

EAA Chapter 790

Lake in the Hills, Illinois

790.eaachapter.org

May 2022

From Matt Van Bergen, Chapter 790 President

I think finally we are entering spring, at least for a few days and then summer will be here. We had a great first Young Eagles Rally this month, the weather was great, the turnout of volunteers was great and everything went relatively smooth for the first time hosting a rally at the Schaumburg Airport. We flew 64 kids. Thank you all that participated!



Myself, the other 790 officers and the board want to continue and grow the success of our chapter. Many of our members worked very hard to establish the 790 family that it is today. According to the EAA roster management database, the following current members have been with our chapter for over 25 years!

Leonard Danek

Ted Lipinski

Tom Solar

Buren F. Herod

Rich Oleszczuk

Peter Lind

John Kinyon

Mike Perkins

Robert Skalany

Tom LeGates

Ole Sindberg

Dale Medendorp

Ron Liebmann



Continued...Congratulations to you guys! What is even more amazing is that when I look at the above list, every one of you is active in our chapter. In the past year, we have added 14+ new members. If anyone wants to get more involved with the chapter, please don't hesitate to reach out to me, the other chapter officers or chapter board members. We are always looking for new types of member events, activities, new fundraising events, etc. again to make sure we are continuing to move Chapter 790 forward as the founding members did early on to make it the successful chapter that it is today. Hope to see you all at our next chapter function! **Matt**

Fly-Out Scheduling

Future fly-outs will be on the third Saturday of the month. In case of a weather cancelation, they will be rescheduled to the following Saturday. Watch your email for future fly-out destinations!

Upcoming Events

Fly-Out	Saturday, May 21	Destination TBD
Chapter Meeting	Tuesday, May 24	Lake in the Hills Airport
Young Eagles Event	Saturday, June 4	Schaumburg Airport
Directors Meeting	Tuesday, June 7	

Waypoints



- ◆ Hannah Shickles from the Kelch Aviation Museum located on Brodhead Airport (C37) was our April member meeting guest speaker. She gave a great talk on the museum as well as sharing some humorous learning to fly stories. Hannah just happened to stumble upon aviation when she volunteered to do service work at the museum. She fell in love with the airport, aviation and the museum. After doing her service work, Hannah never looked back. She is currently working on her private pilot license and has become the archivist, curator and events coordinator. Website: <https://www.kelchmuseum.org/>
- ◆ “The Flying Hamburger Social”, (originally founded as the Putt Putt Patrol in Wausau, WI), is a moving social that travels throughout participating states each week between the months of June to August. The summer of 2022 schedule of fly-in events is firming up. Please see <https://wisconsinflying.com> for info.
- ◆ The Air Traffic Controllers at DuPage publish a monthly newsletter. As well as reporting on the DuPage Airport itself, the publication serves as an outreach for safety issues in regards to pilots and controllers alike. See past issues or sign up for the mailing list at: <https://tinyurl.com/dpaoutreach>



EAA Chapter 790 Young Eagles

Schaumburg Airport 06C

May 7, 2022

Photos courtesy of John Kinyon





From Our Members

Spitfire: A Test Pilot's Story by Jeffrey Quill

Book Review submitted by Mike Perkins

Spitfire is much more than a history of the airplane. Written by the chief test pilot and by far the most influential pilot in the Spitfire's war-accelerated development, Jeffrey Quill consistently and passionately guided the design team through all of the marks to make the Spitfire a great fighter, not only for experienced pilots but also for the ones quickly trained and sent to 35,000 feet in non-pressurized cockpits to fight for their country's very existence. In a sense, Quill and chief designer Joe Smith, (who took over after the legendary R. J. Mitchell died in 1937), transformed the Spitfire from a lightweight 1000 HP kite with barely enough wing space to house diminutive .303 machine guns, into a 2000 HP fighting machine with four 20 mm cannon shoehorned into the wings. The resulting design would be flown by 19 year-olds learning the hard way how to dogfight ME-109s and FW-190s. Jeffrey Quill, whenever possible, flight-tested surrendered German aircraft to learn what the Spitfire required as tactics and technology evolved to keep subsequent marks one step ahead. At one point, when desperately needing an FW-190 to flight test, Quill and a larger-than-life cohort, hatched a sophisticated scheme to steal from a German airbase in France, a FW-190.

Constantly wrestling against British bureaucracy, Supermarine found themselves developing the Spitfire well beyond rigid specifications. In some cases, they got in trouble for pushing too far too fast, struggling against production needs to get aircraft for development purposes. However, visionaries eventually realized the ultimate answer was to finally ditch the iconic Merlin engine and stuff a monster 37 liter, 2-stage, 2-speed supercharged engine, the Griffon, into the Spitfire, some with chopped wings, some with pressurized cabins and some with tail hooks for carrier use.



Quill and Smith, as a pair, also overcame many serious design problems like aileron stiffness, longitudinal instability, and performance repeatability. One can visualize Quill bent over a drafting board with design engineers one minute and the next minute settling onto the parachute of a modified Spitfire for yet another test.

There are many chapters like the one entitled "Longitudinal Stability and Increased Range", that describe tackling tough technical issues. Eventually, all of the horsepower crammed into the Spitfire forced designers to use a brand new 8-blade, internally geared, contra-rotating propeller. But it also came with design defects that during its teething period, took the life of one test pilot and soon after nearly took the author's. But those problems were worked out and it was used extensively and Quill said that propeller was the best invention that ever came along for the Spitfire.

Quill, an ex-RAF pilot and now employee of Supermarine, bucked Supermarine management to allow him to fight in the Battle of Britain to learn what was needed to push the Spitfire into a clear dogfight winner. So successful was this process that Quill was supremely disappointed when management finally insisted that he return from daily combat sorties to resume developmental flight testing.

With Quill's easy reading style, this book takes you through all of the Spitfire marks by way of one test pilot story after another. If you have test-flown an aircraft or have simply wondered what it is like being part of a war-time aircraft development team, Spitfire: A Test Pilot's Story by Jeffrey Quill, is a book to read, available from Amazon as a used book and also library lending programs.

Mike Perkins



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