

Volume 38

Issue 6

June, 2021

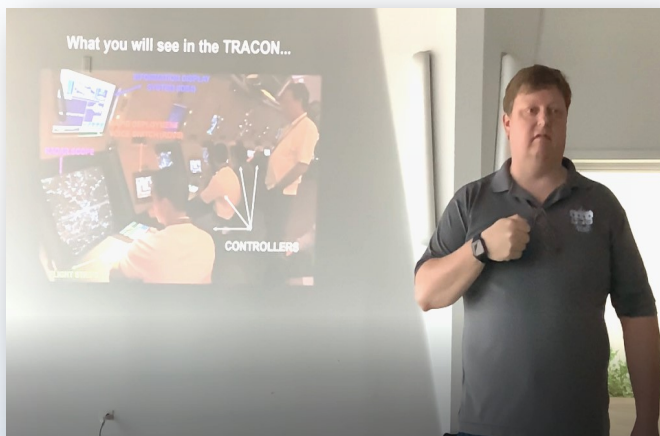


FT	3000	6000	9000	12000	18000	24000	30000	34000
BRL	1937	2211+12	2611+07	9900-09	20134	283444		
DBQ	1922	2211+12	2611+07	9900-09	20134	283444		
DSM	1919	2211+12	2611+07	9900-09	20134	283444		
MCW	1709	2211+12	2611+07	9900-09	20134	283444		
JOT	2229	2215+18	2106+13	2706+06	3205-09	9900-19	1433	182544
SPI	2028	1921+18	1911+12	9900+06	3611-10	3405-20	191034	161745

**EAA Chapter 790****Lake in the Hills, IL****790.eeachapter.org**

### May Chapter Meeting

Andy May, one of our newest members, gave an excellent presentation on what a controller sees every day. It was a great insight in what they see when a small plane wanders into O'Hare airspace. Andy currently works at the Elgin Tracon.



Our first years BBQ, hamburgers and brats were served to the lucky attendees.



Paul Ranieri brought the food and Tom Solar did the cooking. The gas grill was provided by Dave Stokes our VP.

We were able to obtain a Lightspeed ANR headset for Mark Luchisinger one of our Ray Aviation scholarship winners. Thanks to EAA's Megan Hart and the lightspeed foundation for there very generous gift. Tom Solar presented the headset to Mark.

### In this Issue

- May Chapter Meeting
- Lynn and Pete Thompson
- May Young Eagles Rally
- Chapter News and Announcements
- Flying to Salt Lake City
- New Fly Out Schedule and process
- More Interesting Idioms
- The Race to Electric
- New address for mail in membership dues
- Chapter Staff and contact information



## New Members Lynn and Pete Thompson

Tom,

We thoroughly enjoyed meeting everyone at the last EAA Meeting. Attached is our Bio.

We began our RV-14a project a little over a year ago after answering the question from friends as well as ourselves as to "Why not?" However, when the first wood crate arrived and we cracked it open, I knew this was going to be much more than just a project to work on-another chapter in the endless experience that is aviation.

Like most airplane nuts, my interest in aviation began at an early age, totally unexplainable. My wife's flying interests began in college when she would catch a seat on a Cessna from Atlanta to home in Huntsville, Al from fledgling pilots in the Georgia Tech Flying Club. Her interest wasn't dampened despite finding herself in a thunderstorm at night with a lost pilot on one of the trips home.

My first consistent flying began in a Piper Tomahawk out of Torrance Airport near Long Beach, California. I was working at Northrop Aircraft at the time, and the flying bug worsened. After encouragement from some great people at Northrop, I joined the Navy. Besides the flying, it was great to learn of the traditions of our nation's military. On a personal level, being a crewmember on a P-3 Orion was certainly a broadening experience. My good fortune continued as I was able to get hired by American Airlines in 1991.

Lynn re-caught the aviation bug and now reads up on airplanes and air shows at a rate that I cannot maintain. Her enthusiasm and determination has led towards working on her Private Pilot License-a few more hours and check ride remains.

Over time, we both have realized that with most things in life, it really is the people along the way that make the story. I'm not good at remembering all of the limitations and numbers of a plane I flew a few years ago, but I can remember who was in the cockpit with me.

*Pete and Lynn Thompson*



## June Young Eagles Rally

Hi Everyone,

We had a great Young Eagles Rally today. We flew 52 kids and the timing worked out wonderfully based on the number of pilots. We had several dudes on the flight simulator too and I expect we will have more at our next rally since it was the first time introducing it to-



day.

A big thank you to everyone that volunteered today, to make this a successful event. It was a hot one! For all of you that weathered that heat today. I hope you took it easy this afternoon and recovered.

Oh, btw. 15 kids were registered onsite the old way and 37 pre-registered online. Next month we are going to try to 100% electronic with pre-registrations and possibly even start pre-assigning kids to flights before the rally. Stay tuned!

Enjoy the rest of your weekend ! *Matt*



Young Eagle Dates  
(1st Saturday of each Mo.)

July 3rd

August 7th

Sept 4th

Oct 2nd



## Chapter News Announcements

- ◆ The Monthly chapter BBQ's have begun so come early and bring your appetite. See the picture below for directions. Hanger number P60 last row on the West Side. Contact a chapter member for gate access code.



- ◆ The June Meeting, Tuesday 22 will be hosted by Mike Perkins on Fire Wall Forward Stuff. Mike always has a great presentation. Matt will be quizzing members on their activities up at Air Venture this July along with an interesting flow of Air Venture happenings and experiences.
- ◆ Sign up for the Youth in Aviation was very enthusiastic by the parents and especially the kids at the June Young Eagles Event. We ran a dry run on the QR code and found some glitches in the sign up app. Next month we will use a different sign up process. James expects to host his first meeting shortly.
- ◆ Nancy Hays is looking forward to Air Venture and once again will be active directing plane traffic.
- ◆ Bryan Blazek has taken a position at O'Hare as a ground coordinator in one of the three control towers.
- ◆ Julie, nee Savage attended the June young eagles function with her four children. For those who are not familiar, Julie was one of our Young Eagles attendees and chapter member some years back and is currently flying a 777 for United Airlines. Good to see you again Julie.
- ◆

Ed "Bud" Berthold. Will be 102 years young this November. (WWII B24 pilot and chapter member)



# Flying to Salt Lake City

It has been on my bucket list to fly to see a good friend and his family that lives in Park City, Utah. I usually fly commercially out there to see them a couple times each year. Flying commercial is no fun and I wanted to fly myself to check off the item from my bucket list but also to test the feasibility of making the flight a routine trip versus flying commercial. I would say it served both purposes. The bucket list item is checked and it proved to be feasible to fly my airplane out there.

I had attempted to do this trip twice before in the past year. The first time was last fall. I was a bit late in getting it on my schedule and by the time I had a week+ free, the winter weather started to invade Wyoming and Utah which shut down my attempt for a fall trip. I jumped on a Delta flight and as I said earlier, it was a drag J. The second attempt was in early May. I packed up the airplane, pulled it out of the hanger, started it and noticed that my Garmin 530W display was very faint making it very difficult to see. Since I was planning to fly IFR some of the trip, this was a no go. It turns out, the backlight went bad and required to be sent back to Garmin for replacement. I was able to get a loaner from Garmin and planned the trip again. Finally, on May 11 I made my way to Utah.

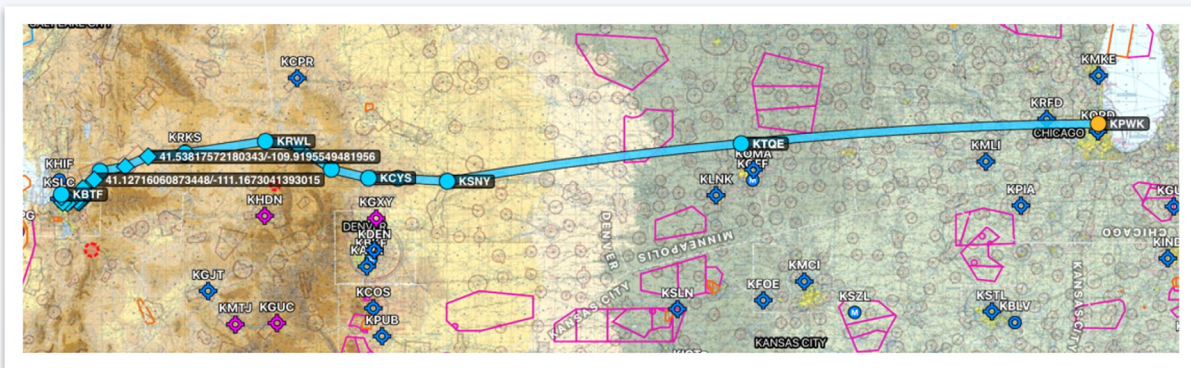


Figure 3: A high level view of the route.

After calling a few airports and talking to a few folks out in Salt Lake City, it seemed like South Valley Regional (U42) was a good airport to call home for my airplane for a week or so. They ended up being very GA friendly.



Figure 2: The result of the snow storm that came through NE and WY the week before.



Figure 1: A view from the office.



## Flying to Salt Lake City *(Continued)*

I decided to break my trip out to Salt Lake City into two days. I flew the first day from KPWK to KSNY (Sidney, NE) departing in the early afternoon and arriving early evening. I filed IFR as there were some limited vis and/or cloudy areas along the way. I stopped in Tekamah, NE (KTQE) for fuel on the way to KSNY. KSNY was a great stop as they pushed my airplane into a hanger for the evening and had a brand new hotel down the street with an airport rate which is always nice. And of course, I had to try “Dude’s Steak



Me and My Airplane at U42. South Valley regional airport Salt Lake City



I flew the second leg from KSNY to U42 with a stop at Rock Springs (KRKS) to add some fuel for the last segment of the flight. I really did not have to get fuel, but it looked like a cool airport to land at and I wanted to make the last hour or so of flying last

After just about 10 hrs of total flying time including a couple fuel stops, I finally arrived in Salt Lake City at the South Valley Regional Airport (U42). Overall, the flight was very uneventful. This was the first time for me to fly out west and I had envisioned being closer to the mountains. I flew at 10,500 from KNSY to U42 and basically tracked I-80 the whole way. It was a good route with I-80 as an “out” in case I needed it. My trusty 182RG handled it all very well.

The flight back was also uneventful except for a diversion around the Rawlings-Laramie-Cheyenne WY area due to thunderstorms popping up. I ended up flying north up near Casper, WY to get around them and come back along their backside back to Sidney, NE where I again spent the night and then did the 2<sup>nd</sup> leg back to Chicago the following morning.



All in all, I loved the trip and can't wait to plan my next one. I think my next destination will be Jackson Hole, WY. All in all, I loved the trip and can't wait to plan my next one. I think my next destination will be Jackson Hole, WY.

*Matt Van Bergen*

### Interesting Idioms and where did they come from?

See if you can determine where these idioms came from. Winner gets a free Oshkosh Coffee Cup.

“At the Eleventh hour”

“The blind leading the blind”

“By the skin of your teeth”

“Eat Drink and be Merry”

“To fall by the wayside”

“The writing on the wall”

“A fly in the ointment”

Send your responses to “TomSolar@protonmail.com”

### THIS YEARS CHAPTER FLYOUT SCHEDULE

A special board meeting was held to discuss the fly out schedule and sign up process. Josh and Tom LeGates will be working up the new process and inform the board. In the meantime Josh will handle all future Fly Out Coordination. Thanks Josh, you take the load off some of the board members. There are several changes. Note there are two in Sept.

*Provided by Josh Cannata and Taylor Thompson*

June 19-Sat	Palmyra, Wi.		
July 17-Sat	Washington Island, Wi.	Annual Fish boil	
August 21-Sat	Shawano, Wi.	KEZS	Launching Pad
Sept 18-Sat	East Troy, Wi.	57C	LD's BBQ-I mile walk bring bike?
Sept 24-Fri	Battle Creek, Mi	KBTL	Waco Kitchen
Oct/Nov	TBD		

### Other Chapter Fly In Events in our Area

Poplar Grove 2nd Sunday of every month 7-11:30 Pancake Breakfast

Galt Airport June 12 and July 10th 9-11 Pancake Breakfast

Chapter 838, Racine Airport June 12th YE and free Pancake Breakfast 9-noon

Previous Years Area Chapter Events Meeting was cancelled due to you know!

Check the EAA website and hopefully Wwe will have more event information next month.

## *Innovations "The Great Electric Airplane Race"*

As one who follows the 790 newsletters, it is no secret that I have been keeping my eye on the aircraft electric evolution for the past several years. Now don't get this writer wrong, I love the look, feel, sound, smell of flying the older planes, in particular the Stearman with its loud radial engine.



However, the staid current manufacturers i.e., Cessna and Piper are not conducive for a new aircraft purchase for the general aviation public. The well healed, maybe, but for the potential purchaser the market would be a better place for ones half a million dollars. Hence the home-built kits, which are great and fun to build yet takes some years before their ready to fly. An exception is The Vashon Ranger a new US certified aircraft at just under \$100K, well equipped and not a kit.

Even the Avionics business has gotten more competitive. Garmin held the top spot for years with their expensive, well supported, yet not very intuitive operational design. Along came others i.e., Dynon which is very competitively priced, certified for many aircraft and ease of operation.

Yet there still was a void for newer aircraft evolution, supporting lower cost of engine maintenance, fewer parts and bypassing the ever-increasing fuel costs. Pipistrel Alpha Electric Trainer comes to mind as the leader in realizing trainer aircraft entre for electric acceptance.



Pipistrel had the foresight, initiative, courage, persistence and where-with-all to develop electric aircraft. It is now certified in Europe. However, our FAA has been slow to certify any electric propulsion. And yes, battery technologies are rapidly evolving as detailed in last month's newsletter.

Hybrid electric/gas and ammonia are also being considered/developed by manufacturers for longer flight durations.



**INNOVATIONS “The Great Electric Airplane Race”** *(continued from previous page)*

With the increasing growing concern of climate change, the aviation industry is now a target for greenhouse and particulate emissions in and around airports. The hydro carbons spewed and remain at high altitudes has caused concern. Hence the move to other forms of engine technology, which have and are being tested by such organizations as NASA, Airbus and others. Fuel cell technology which has been proven over the years in the many space missions is one those applications. Elon Musk in the past downplayed Hydrogen power and yet recently began to see the potential despite the infrastructure issues and high cost of producing Hydrogen. However, an epiphany, once again overcame me this week. (I have had a couple this year).

Wah La! H2 Fly has been testing an electric airplane utilizing fuel cells. Hydrogen is three times more energy efficient than Jet Fuel. Electric Aircraft powered by hydrogen can be used for longer duration and higher payload flights.



Setting up the infrastructure would be much simpler, since there are fewer airports to supply such aircraft. And yes, a jet engine can be electric powered. (see Elon Musk's article on electric jet engines, gimbal directed using shorter runways)

Our industry is changing, and for the better. As always with new technology the older airplanes will continue to dominate the skies and I hope will always be around, just get ready for the newer more practical approach to the airplane experience. So, enjoy the ride folks, it's fun up here.

*There was a recent documentary on Nova you may wish to view entitled “**The Great Electric Airplane Race**”*

Stay healthy, fly safe!



*Write up by Tom Solar and a picture of his long-gone Cutie!*

In order to reduce costs and maintain a reasonable chapter dues (haven't raised our dues in ??) The board decided to delete the annual cost for a Post Office Box. You may continue to use the PayPal link on our website or send a check directly to our Treasurer ,Paul Ranieri C/O Chapter 790. See mailing address below.

## EAA Chapter 790 2021 Membership Form - Please Print

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 \_\_\_\_\_

Free - Student/Youth Membership (under 23) \_\_\_\_\_

Please include your date of birth here \_\_\_\_\_

Please make checks payable to "EAA Chapter 790" and bring with this form to a member meeting or mail to: EAA Chapter 790, C/O Paul Ranieri, 1052 Wood ST., Palatine IL. 60067.

## EAA Chapter 790 Staff

### OFFICERS

#### **President**

**Matt Van Bergen**

847/561-0520

mvanbergen@gmail.com

#### **Vice President**

**Dave Stokes**

Cell: 224/567-2135

davidjanet@comcast.net

#### **Treasurer**

**Paul Ranieri**

847/997-0135

P.ranieri@comcast.net

#### **Secretary**

**Tom Solar**

847/468-9437

tomsolar@protonmail.com

### Flight Advisor

**Glen Brisson**

847/438-7786

### **Young Eagles**

**Matt Van Bergen**

847/561-0520

mvanbergen@gmail.com

### **Newsletter Editors**

**Tom Solar & Andy May**

tomsolar@protonmail.com

anmay73@gmail.com

### **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

**Matt Van Bergen**

847/561-0520

mvanbergen@gmail.com

**Dave Stokes**

Cell: 224/567-2135

davidjanet@comcast.net

**Paul Ranieri**

847/997-0135

P.ranieri@comcast.net

**Tom Solar**

847/468-9437

tomsolar@protonmail.com

**Frank Logalbo**

847/363-1933

frlogalbo@gmail.com

**Tom LeGates**

847/462-1791

trlegates@comcast.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.