

Volume 37

Issue 3

March 2018



FT	3000	9000	12000	18000	24000	30000	34000
BRL	1937	2215+12	2617+07	9900-09	20734	223343	283444
DBQ	1922	2215+12	2617+07	9900-09	20734	223343	283444
DSM	1919	2215+12	2617+07	9900-09	20734	223343	283444
MCW	1709	2215+12	2617+07	9900-09	20734	223343	283444
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



EAA Chapter 790

Lake in the Hills, IL

790.eaachapter.org

### Chapter Banquet



The Chapter Banquet was well attended. It was held at the Cary Country Club this year and costs were kept to a minimum via Chapter supplementing the meals pricing.

Clyde Ericson gave an excellent presentation of his Aviation Journey. He is married to Marcia and has a son Todd and daughter Jody. Clyde learned to fly in 1962 at Western Michigan University while obtaining his BS degree in Industrial Engineering. He worked for United Airlines as a pilot, ATP, and Line Check Airman where he retired as Captain after 30 years of service. He is an A&P mechanic, CFII in single and multiengine commercial, UAL Flight Instructor, Seaplane rating and instructor, Glider aero tow, has type ratings in B737, 727, 757, 747, DC8, DC-10, A320, G111 and B300 aircraft. He Has flown 214 different types of air-

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craft with over 24,000 hours of flying time. He was President and chief pilot for Midwest Bellanca and President and chief pilot of PIC Aviation.

He owned a Lake Amphibian and built along with his son Todd's encouragement, a Stits Playboy in which he instructed his son. Todd went on to graduate from the Air Force Academy and now his son is learning to fly. (At-a-way to pass on the torch Clyde). Todd is currently flying for Virgin Galactic.

Upon retiring from United, Clyde flew for Bill Rose Packing piloting the BE300 King Air and piloted a B747SP for Global Peace Initiative for humanitarian relief.

*Write up by Tom Solar (I hope I did you justice Clyde)*



*Club President Paul Ranieri presenting Maxwell Hagberg with the \$1,000 Chapter Scholarship. Mom and Dad looking on.*

Maxwell Hagberg is our \$1,000 Scholarship Winner. Max was chosen from a list of five excellent candidates through a blind system of 2 votes for first choice and 1 vote for second choice by our Board members. (Paul's idea and it worked out very well). Max is a member of CAP and has shown school leadership as well as currently taking Flight Instruction at Blue Skies. Max is pursuing a career in Aviation Flying. The Scholarship funds will be paid directly to the Flight Training facility Max has chosen. These scholarships are funded by our annual Pancake Breakfast. **CONGRATULATIONS MAX!**

### Announcements

The Chili Cook off has been rescheduled for the April Chapter Meeting.

The March Speaker will be: The Executive Director of the Kelch Aviation Museum at Brodhead Airport (C37) in Brodhead, Wisconsin. They are in the process of planning a new museum facility at the airport and one of his jobs is to help spread the word and educate people in the vintage aviation community of our venture.

We have a 30-40 minute slide show telling the history of the museum along with future plans, While they are in the middle of a \$1 Million capital campaign, their presentation is not about asking for money, just education.

Chapter 1414 (Poplar Grove) is scheduling a trip to the Dayton Ohio Museum on October 4-6. They have scheduled a bus and hotel rooms for those who won't be flying. If interested contact a Chapter 1414 Board member for reservations.



## Oshkosh Annual Fly In to Pioneer Airport

The 2018 adventure started out at 6 AM on the 10th of February. The fly-in starts at 10 AM but the preparation to get to Oshkosh is not like jumping into one's car and going. I get a briefing, check DUATS, check my I-Pad apps and then think about a go or no go. Well, the morning of the 10th, it was snowing with visibility down to less than 1 mile, not good! My Co-Pilot (wife Joyce) figured the weather may get better by 8 AM, our intended departure time.

After doing morning things, we got to the airport at 8 AM and there was light snowing with very low visibility. I pre-flighted (in the hangar) the Zenith CH 701 STOL, did the burp, etc. My Co-Pilot sat in the car with the heat on since it was 10F and I like to check the plane personally, since any problems will be mine. We kept checking the weather and on my I-Pad radar app, I could see that a break was on the way but it would be 9:30 AM before we would be able to depart. The next question was, would I be able to even get the plane out to the end of runway 36 since the snow in places was over 18 inches deep through drifts. The Zenith has DATUM retractable skis which have high flotation ability as advertised, but I have never had to deal with more than 4 inches at best.

The weather broke, as was predicted by radar and DUATS so we figure the worst would be stuck in

the snow at DACY airport. The skis performed perfectly and we were off to Oshkosh, 1 1/2 hours behind our book schedule, just like the commercial guys. We arrived at Oshkosh in time to get our \$40.00 chili and beverage, sat around for a while talking with other folks; commiserating about the cold but otherwise a beautiful day. Weather being always a factor we decided to catch the fuel truck (9 gallons round trip) and get back to Harvard, ILL.

Landing at Pioneer Airport is always a special occasion since this airport is not open to the public. There were, by my guess 30+ planes and hundred plus people came by car. The weather was a perfect day with little wind and blue skies. The flight from Dacy to Palmyra was iffy, but once past Palmyra, the air was cold (7F as measured by the Dynon) and still, the plane seemed to just hang in space with no input from the driver, always a weird feeling.

Skis on the plane just give it another dimension to play in. I also have straight Lotus floats but I have the wrong size hangar and no water since they are straight. Maybe someday!

Co-Pilot Joyce, took the aerial view on departure, great shot.

*Write Up by Tom Jackson*

Banquet Pictures and Awards



## 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

## Calendar of Events

March 20 Spring Begins, Chapter Meeting Brodhead Museum Representative at LITH Airport  
6:30 PM

April 3 Board Meeting at LITH Airport 6:30 PM

April 24 Chapter Meeting Chili Cook Off bring your best 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

*Contact your Young Eagles Chairman:*

*Matt Van Bergen*

*At 847/561-0520 or "[mvanbergen@gmail.com](mailto:mvanbergen@gmail.com)"*

for pilot, marshaling or front desk volunteering

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,m 8:30-12 noon

# 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**

## EAA Chapter 790 Staff

### OFFICERS

#### President

**Paul Ranieri**

847/997-0135

P.ranieri@comcast.net

#### Vice President

**Brad DeLisle**

847/276-5026

delisle.nx@gmail.com

#### Treasurer

**Tom LeGates**

847/462-1791

trlegates@comcast.net

#### Secretary

**Tom Solar**

847/902-8347 cell

tomsolar@sbcglobal.net

### 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

**Brad DeLisle**

847/276-5026

delisle.nx@gmail.com

**Tom LeGates**

847/462-1791

trlegates@comcast.net

**Tom Solar**

847/468-9437

tomsolar@sbcglobal.net

**Lon Danek**

847/381-4286

LDanek417@aol.com

**George Roby**

847/658-3655

groby51@gmail.com

**Ole Sindberg**

847/826-1935

oleeva@sbcglobal.net

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