



FT	3000	9000	12000	18000	24000	30000	34000
BRL	1937	2112	26107	9900-09	20	20	283444
DBQ	1922	2211	22418	2211	2211	2211	223343
DSM	1919	2211	2211	2211	2211	2211	203444
MCW	1709	2211	2211	2211	2211	2211	204844
JOT	2229	2215+18	2106+13	2706+06	3205-09	9900-19	191433 182544
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

Annual Pancake Breakfast



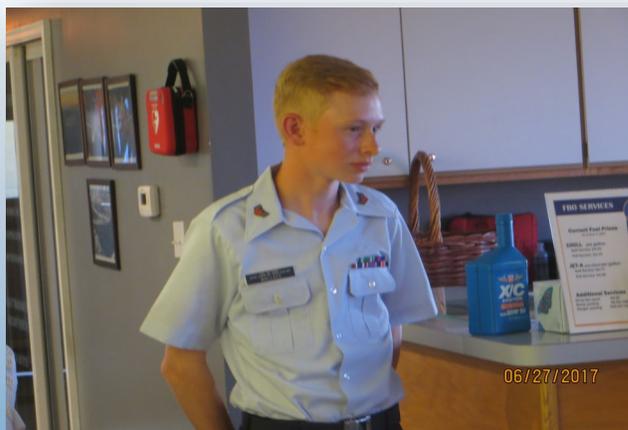
Thanks go out to all who made this the most successful Chapter Breakfast. Special thanks go out to Lon Danek our Committee Chairman and assistant Tom LeGates. The Cheesy eggs sold 3/1 thanks to our Chef, Chris Hagan who drove overnight from Waterloo Ia after his late evening/early morning band gig. George handled the eggs preparation and eggs cookery. The blueberry pancakes also had a 3/1 take from our customers. Dave Boone was our kitchen chairman. Paul made the strong coffee and handled the electrical engineering; Ron photographer; Jim Bertoglio was all around practitioner of fluid dispensing and raffle assistance. Don and Tom LeGates handle the money and Rich was our multi talented server of eggs and sausage. Thanks also to the Civil Air Patrol for their assistance in marshaling planes and spectator control under the direction of Ole Sindberg and Bud Herod.

(cont. page 3)

In this Issue

- **Young Eagles Event go-no-go phone 847/468-9437 This Saturday July 1 LITH airport**
- Pancake Breakfast
- Scholarship Recipient
- Ole's Challenge
- June Chapter Meeting
- Fly Out Dates
- Monthly Chapter Calendar

2017 Chapter Scholarship Winner



Zachary Wallace was chosen to receive the \$1,000 scholarship for 2017. Zach is a member of the Civil Air Patrol and has assisted marshaling planes at our YE Events. Zach is taking flight instruction at Blue Skies.

Aviation Challenges

by Ole Sindberg

Challenge #2

I ended my career with United Airlines flying the Boeing 767 and 757. I had become a “Check-Airman”, meaning that I typically flew with pilots new to the airplane, providing them with their first exposure to the actual airplane. This was called “initial operating experience” or IOE. . The pilots had been through school for the airplane, but now it was for real with real passengers aboard.

If they had flown the airplane domestically, but were new to international flying, they had attended classes in international procedures, and I would fly with them for an Atlantic crossing or to South America. This was very different and sometimes quite exiting, especially when the destination was a place like Paris instead of Omaha.

Over time I developed a list of things I wanted these pilots to see and experience. For some it was their first exposure to a very different environment, and the learning curve was steep. I remember well my own IOE; the airplane was so much larger than the B-737 I came from. I sat higher, the wings were longer and the inertia was obvious. My first flight took me from Chicago to Anchorage in Alaska. A very long flight for a former 737 pilot – 2465 NM long.

When departing for the return flight, it puzzled me that our initial heading for a direct flight to Chicago was 067°. Think about it – Anchorage is NW of Chicago, the return should be SE – certainly not 067°. My own IOE Captain did not offer an explanation, but eventually I figured it out. But once I myself became a Check-Airman, I made it a point of covering this subject.

So here is the challenge. Why is the initial **direct** course to Chicago 067° mag. and not something like 130°?

Please send your response to Ole at oleeva@sbcglobal.net. First correct responder will get a ride in my airplane or free beer after the next meeting where we both attend.

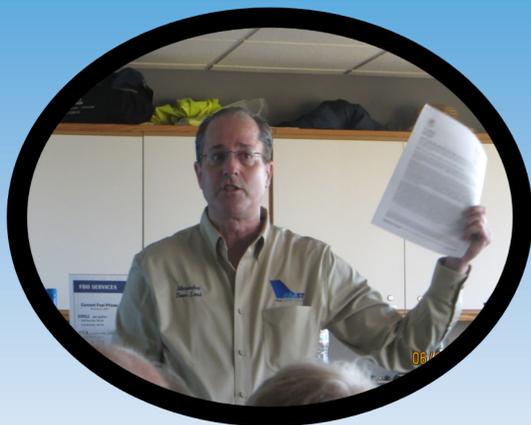
This challenge was run before in about 2009 – at that time we had at least two people with the correct answer. Those responders are not eligible again.

Ole

Pancake Breakfast (cont.) Jim Roosee, Nancy Blazyk, Carl Geiger, and Rob Nelson flipped pancakes (literally). Ron Wilson handled the raffle sales and Tom cooked the sausage. The airport open house was also a huge success per airport manager Mike Peranich. The raffle was won by Christina Ely of Algonquin.



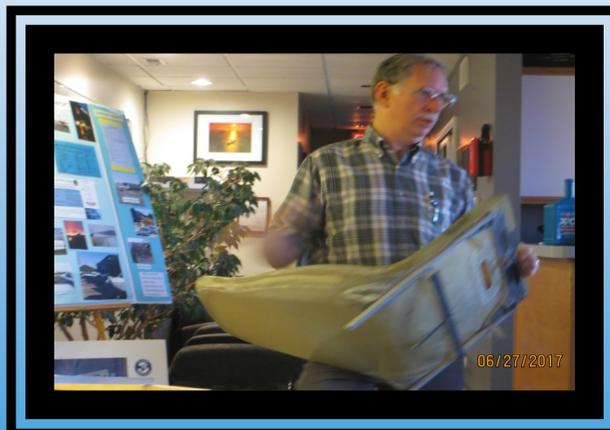
June Chapter Meeting



The first Wings Presentation this year was well attended. The presenter was Mordechai Levin, Dupage FSDO FAAS Team Lead Representative. The subject matter was “Slow Flight and Stalls”. He had a very interactive discussion about air pressure, wind and their relationships. Stalling is not falling like a rock....the wing is just not developing enough lift to maintain altitude. A stall can occur at any airspeed (if you stall at a speed higher than the paint on your airspeed indicator it is called an accelerated stall .. Which can occur any time you feel G-force in turns or while pitching up). A stall can occur with the nose of the plane below the horizon, they occur most frequently when maneuvering. In a spin both wings stall. The new slow flight standard was explained; announce airspeed of first indication of stall, lower the nose to increase speed 2-3 knots, increase power to maintain altitude; During stalls aggravate announce the onset of a full stall, and then recover. Altitudes for slow flight training and aerobatic air space is 1,500 ft AGL plus 500 ft. That places 3CK slow flight between 2900-3800 ft MSL. .

Further information can be obtained via reference to SAFO (Safety Alert for Operators) 17009 effective June 2017. Thanks to Tom LeGates for setting up this presentation.

Mike Perkins gave a short talk on his plane projects' seat configuration. His wife wanted the seat to tilt back to more of a reclining position. The manufacturer provided the seat but without any adjustment design. Sooooo Mike thought and thought and did some more thoughting and came up with a very nice design for seat movement for and aft, tilt adjustment and easy seat removal.



Chapter Calendar

- July 1-Young Eagles Lake in the Hills Airport
- No Board Meeting in July
- July 15-Fly Out to Washington Island Fish Boil-Door County
- July 18th Chapter Meeting (a week earlier due to AirVenture)
- July 23-30-AirVenture
- Check the Chapter Website "<http://www.790.eeachapter.org/>" for any additional details and a list of local chapter events in the area

CHAPTER FLY-OUTS

Fly-out for July 15:

Washington Island Fish Boil. Serving from 11:00 AM– 3:00 PM \$12.00. Contact Tom Solar 847/902-8347 for those flying and seating availability. Estimated flight time is less than 2 hours. Weather go no go call 847/902-8347 the night before. Expect meeting at Washington Island at approx. 10:00 AM for available parking.



Runways 2/20 Turf, good condition 2250 X 150, left traffic pattern, pattern alt. 1652

Runway 14/32 Turf, fair condition, 2232 X 150, left traffic pattern, pattern alt. 1652

No Fuel, tie downs available.

Fuel provided at Ephraim 3DZ, 19 NM south and Cherryland KSUE 39 NM south.

EAA Chapter 790 Membership Form - 2017

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

Send any of your aviation adventures, pictures, articles or humor you would like to appear in the Newsletter to:

"tomsolar@sbcglobal.net"

FOR SALE (Price Reduced)

by Chapter Member Dave Boone

LANCAIR ES KIT • \$45,000 • **ACCEPTING OFFERS** • Lancair ES "Fast Build" kit for sale (still in crates). Purchased 2001. Stored in hanger. This kit has all components except engine and interior. A&P owner has completed the horizontal tail. Fast Build firewall, wings and tail . Wing mate. Construction tables available. I am getting ready to move and have no place to store the project. Project located in Northern Illinois. • Contact David A. Boone, Owner - located Crystal Lake, IL USA • Telephone: 815/540-8327 . 815/455-4555 • Posted December 7, 2016 •



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