



FT	3000	9000	12000	18000	30000	34000
BRL	1937	2617	2617-07	9900-09	20734	283444
DBQ	1922	2211	2211-07	22418	2211-07	223343
DSM	1919	2211	2211-07	2211-07	2211-07	203444
MCW	1709	2211	2211-07	2507-09	2211-07	204844
JOT	2229	2215+18	2106+13	2706+06	3205-09	9900-19
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

Presidents' Column

Hello All,

I wanted to let you know about a few chapter events coming up in the near future. Of course, we have our **banquet on Saturday, February 28** that you have heard about (see registration form on page 2) but here are some other things that you might not be aware of:

Saturday, Feb 14----Pancake Breakfast committee: 9:00 Panera Bread, Arboretum, S. Barrington. This is our first planning meeting for this year's breakfast. See you there!

March 20-22

Leaders weekend at EAA. Please let me know if you would be interested in going.

Participants stay at the EAA Air Academy Lodge in Oshkosh, Wisconsin, and immerse themselves in a wide-range of chapter related subjects such as recruitment, fundraising, public relations, EAA resources, programs, and more!

The academy provides an excellent opportunity to network with other chapter leaders as well as interact with EAA staff. The sessions begin on Friday evening where participants enjoy a social hour and special dinner. Saturday is a full day of classes which conclude at noon on Sunday.

<http://www.eaa.org/en/ea/ea-chapters/ea-chapter-leaders-academy>

March 13-14---L3 Restoration-OSH Trip

Make plans now for this unique overnight trip to Oshkosh. On one of my visits up to Oshkosh I went to an area garage where I saw a beautiful Aeronca Defender restoration project. We will also visit Tracy Noack's hangar who always has several projects that she is working on. Tracy has done a lot of restoration projects on EAA aircraft over the years. We'll also be spending some time in the Weeks Hangar getting our hands dirty doing some volunteer work there.

We will be staying on EAA grounds in the Binder House at no cost. The time frame for this trip looks something like this:

Friday afternoon/evening arrival

Dinner at area restaurant (Friar Tuck's?)

Evening- Possible EAA Museum

8:00-11:30 Weeks Hangar

1:00 Project Visit

4:00 Depart OSH

If you would like to go please let me know so further plans can be made. Schedule and meal plans are totally open for suggestion at this point. Main thing is that we want a fun trip that we can enjoy and have a good time together. Please contact me at if interested in going: n137ee@gmail.com

Note the edition of the Workshop event on March 7th (see calendar of events for time and location)

Happy Flights,

Elton

Members inputs

Notes from the discussion portion of Chapter 790 General Meeting on 1/27/15

The President divided up the attendees into three groups of five each. All attendees were 790 members in good standing. The assignment given was to brainstorm ideas for the direction of the chapter. The groups were then given 20 minutes to work together, at which time the membership would reassemble in-whole and a spokesman from each group would report on his group's summary. The reports are as follows:

Group 1

Spokesperson: Several group members

Regarding our chapter: We think of our chapter as a group who flies, builds, and maintains aircraft. We must keep this going. Socializing is important as long as our gatherings are all about aviation.

Regarding Young Eagles rides: Many of the kids weren't really interested, but were simply prompted by their parents to participate. Somehow we have to figure out who is interested and concentrate on them.

Regarding advertising our chapter's expertise: Maybe we should do a website survey or at a meeting and get demographics of our members. It was reminded that such a list exists already, but maybe it needs to be updated. "We could then summarize the wealth of our strengths in some cogent fashion" – Tom Legates. We could also summarize meetings for our website for a picture of who we are.

Meetings should be summarized on our website for picture of who we are.

Group 2

Spokesperson: Ole Sindberg

Regarding guest speakers: April 28 is listed tentatively as our second chili cook-off, so perhaps we could get a master chef (Ole's friend) and his son who is a corporate pilot to speak. A joint-chapter fly-out to Kalamazoo museum has been put on hold at least once, so maybe plans with Galt chapter should be resurrected. The June 23 meeting could be perhaps an avionics vendor or installer who could talk about the practical aspects of equipping our kinds of aircraft with ADS-B. September 22 meeting could be Paul Ranieri presenting his story on constructing his Glstar, testing phase, and flying it. A poll was taken of who remembered seeing Ole and Mike's Better Fuel System Presentation; four hands were raised among the 16 present, so it was suggested doing it again and perhaps recording it or doing a webinar.

Group 3

Spokesperson: Mike Perkins

Regarding growing our membership: Several presentations a year could be "public invited" meetings advertised through wide-distribution media, i.e. the UAV situation, an F-86 restoration in RFD, and others. Attendees from the public would be encouraged to come back for regular our meetings. (A strongly-worded floor comment came from Dale Medendorp on not doing this but rather focusing on things to interest our membership and not new people; the spokesperson replied that this would be addressed next.)

(Continued on page 4)

Notes from the discussion portion of Chapter 790 General Meeting on 1/27/15

(Continued from page 3)

Also, our Facebook page could be used as a portal to our website. To draw into our membership 3CK hangar tenants, non-member tenants could be invited on a fly-out with our chapter an event, e.g. another EAA chapter's breakfast.

Regarding maintaining the interest of existing members: More emphasis could be placed on fun places to fly. Addressing Dale Medendorp's comment, perhaps the stronger focus should be on our core interests. At this point, the floor opened to discussion, with the general comments being that our core interests are flying, building, and maintaining aircraft. Specific floor comments included examples of meetings that contained programs on flight testing, a brake-rebuilding demonstration and others like that. Two floor comments addressed adhering to fixed starting and ending times. Another floor comment

was to link the 3CK website to the 790 website. Another floor comment was to feature aircraft projects on a monthly basis on the website and then archive those features so the public would know who we were.

Summary of Main Discussion Points

The chapter should focus its general meetings on design, construction, flight-testing, flying, and maintaining aircraft. A number of examples were given of these types of meeting programs and enthusiasm for them was high.

Enthusiasm for meetings designed to attract visitors from the public and grow our membership from this base was not high.

Our website should more-clearly reflect "who we are." The website should reveal our members' expertise and our members' projects, and it should "summarize the wealth of our strengths in some cogent fashion." It should also summarize our meetings.

Wanted - CFI seeks partnership in a nice Cessna 172 for personal-only use based at or near 3CK. Ted Rouba 847-683-9349.

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

"tomsolar@sbcglobal.net"

EXPERIMENTAL BUILDERS CORNER

Periodically we will be highlighting Projects in the Chapter 790 Newsletter. This month the article is about the 170A project being restored by John Kinyon, Robert Skalany, and Dave Morrow. Keep the cards and letters coming folks.



It was the best of times, it was the worst of times.

Sorry, that was Tale of Two Cities. Ole wanted the tale of two tails that someday will make one airplane. Actually, in the "end" it was four tails. Let us explain.

A while back (but still in this millennium) we had an annual inspection on our airworthy and still flying 1949 Cessna 170A. We found some inter granular corrosion on the gearbox. Well, just remove one piece of belly skin and replace the aluminum blocks with a good aftermarket brand. A few bolts, a handful of rivets, and some paint. Not so bad...but. What's this??? That doesn't look quite right. Well, the airframe is pretty old, and the logbooks hint about an accident or two back in the '50s. Better take a closer look.

Four colors of paint on the engine mount? Wonder what's underneath. We could have ours inspected and refurbished for 1/2 the cost of a new one. Just strip the paint and send it off. It came back looking like new, but wait, one of the four bolts sticking out of the firewall didn't line up! And it's in spec - we double checked it ourselves. That must mean...oh, it's where there is a patch on the firewall. Bet that area got smushed in one of the accidents. Probably not the ground-loop, probably the one where it ended

up on its back. Yep, lots of metal 1/2" out of kilter. Time for some major surgery.

Uh, oh! Cable pulleys seized up? Couldn't tell that from the feel or the view through the inspection panels. A cracked elevator bracket? Dangerously frayed aileron cable!! Glad we took it apart. All of it. Every last rivet, sometimes more than once...we do make mistakes.

So does Cessna. They insist a new door sill was made using factory jigs and meets factory specs...but it doesn't fit our plane or any of the others of the same model at area airports. Still, no refund.

We bought new parts and used parts. We repaired parts - tagged, cleaned, de-gunked, bead-blasted, inspected, ground off corrosion, measured, primed, and painted. We fabricated parts, using old ones (or parts of several old ones that were undamaged in different places) as templates. Several old ones? Yep. A tail cone from Florida. A mangled cockpit with mostly usable fuselage from Wisconsin (it had the door sill that Cessna couldn't make right). Help from people in California and Alabama and the International Cessna 170 Association and a few A&Ps and IAs and EAA Tech Counselors. Fortunately we sent the wings, rudder, stabilizers, and elevator out for rebuild. They replaced the main spar and two ribs in the right wing, and the main spar and 1 rib in the horizontal stabilizer (plus most of the skin).

We bought, borrowed and fabricated tools, and designed and built fixtures. The shop is now well equipped with hand and power equipment. Compressors, gas and TIG/arc welders, vertical mill, lathe, polisher, grinder, four buffers (did we mention it will be polished aluminum?), band saw, English wheel, solvent tank, nibblers, wrenches, drills, files, engine hoist, engine stand, hydraulic press, riveting tools, bucking bars, 5 kinds of hammers, eleven kitchen knives, and probably a left-handed monkey wrench. But no VICE-GRIPS. Never VICE-GRIPS.

(Continued on page 6)

170A Project

(Continued from page 5)

We moved hangars a couple of times. From a municipal hangar to P64, to Robert's garage, to some other hangar that leaked so bad we broke the lease, on to P12, and finally we bought P9. Which didn't leak that much. Unless it rained. Spent a couple of months finding and fixing leaks, redoing the electrical, and putting in a lot more insulation (and a ceiling). Redid the heater chimney, so no more CO and H2O where shouldn't be. Fabricated new door seals, leveled the big door, refitted the opener, repaired the winch, etc.

Oh, yeah, about the plane. Well, as long as we had it that far apart, might as well fix a few questionable things, replace undocumented parts (honestly, we think the ammeter was also used in 1940s cars, the dashboard was from a VW, the overhead speaker was from a Piper, the windshield...you get the idea). Let's make a couple more upgrades: LORAN out, GPS in...which resulted in a total redesign of the panel (new layout, lighting, switches, and modified yoke). Wanted an ELT that operates on 406 MHz. Upgrading engine instruments, replacing the radio and entire wiring harness. And if we ever want to put it on floats, now's the time to put in the fittings. There's this simple kit which we've spent more than a few weekends on.

It'll be about 80% new metal, but we were careful to save the data plate. Might even put it where it is supposed to be, rather than where the last shop put it. Engine's still got about 1350 hours before TBO. Well that's a relief.



When will it fly? Like we've been saying for a while: "TUESDAY". A Tuesday in 2015, we're pretty sure now. Better get done soon, before the Feds change the rules and outlaw working on airplanes at airports. When it's done, the annual will get signed off. That's all there is to it. Almost. We need a 337 to modify the new wing spar. The IAs like the job we've been doing. If we time it right, it'll be 9 years to the day.

It's been a great learning experience. Robert Skalany earned his A&P, and David Morrow and I have new skills and some bragging rights. Special thanks to Sally "the riveter" Skalany. Can't wait to see the world from a place higher than the hangar roof!

We're in P9 at Lake in the Hills most Saturdays. Come on by! We're looking for a 4th partner, either now or when it's signed off.

Write up by Robert Skalany

ELECTRIC'S IN THE NEWS



Spartan College of Aeronautics and Technology, based in Denver, Colorado, has signed an agreement with Aero Electric Aircraft Corp. to buy 20 electric-powered two-seat trainer aircraft. The college has reserved the first delivery positions for the Sun Flyer airplane, which is still in development. "This agreement signifies our commitment to innovation and to serving the next generation of pilots," said Peter Harris, CEO of Spartan College. The electric airplanes, Harris said, "will make flight training more modern, accessible and economical than ever before." George Bye, CEO of AEAC, says the Sun Flyer will be cheaper to operate than conventional trainer aircraft.

The company brought its single-seat technology demonstrator, Elektra One, to Redbird's training conference, in Texas, last [October](#). Bye said the final version of the two-seat, FAA-certified aircraft will cost as little as \$5 an hour to operate, including battery replacement costs. AEAC is now working on initial R&D flight-test operations at Centennial Airport near Denver. Flight tests will continue while the first two-seat prototype Sun Flyer is being assembled, the company said.

Editors Note: Pipistrel has a two seat electric spec'd at 1 1/2 hour battery duration with 30 minute charge time and slip out replaceable batteries . Talking with them last year, they are attempting a very frustrating review with the FAA. Per haps the above aircraft will help break the FAA Electric logjam.

“Conformity is the jailer of freedom and the enemy of growth”

John Fitzgerald Kennedy

Source AOPA news

Calendar of Events

Feb 14----Pancake Breakfast committee: , 9:00 Panera Bread, Arboretum, S. Barrington
 Feb 28--- Banquet, Crystal Lake Country Club
 March 7Tital-51 Workshop visit, Todd Whitmore, Bensenville
 March 13-14---L3 Restoration-OSH
 March 20-21 Leadership weekend EAA
 March 24Meeting Dick Greenwood (North Pole adventures)
 April 18 ---Rochelle Airport Lunch
 April 25--Air Zoo Kalamazoo--- with other EAA Chapters from northern Illinois
 April 28 ---Meeting Second Chili Cook-off
 May 9----Young Eagles
 May 15-17---Trip to Ford Museum
 May 26---Meeting- Avionics Talk
 June 6----Young Eagles
 June 13---Yokes and Spokes
 June 23---Meeting-- Invited Roger Keys to speak on the TDR-1 military pilotless drone manufactured in DeKalb at the Wurlitzer factory in the 1940's for the U. S. Navy.
 June 28---Chapter Pancake Breakfast
 July 20-26---Oshkosh AirVenture
 July 28--- Meeting---AirVenture rundown
 August 22----Young Eagles
 August 23... Ken and Son's 20th Annual Day at the Hanger
 August 25--- Meeting Guy Lieser -former ATC and now area speaker/instructor
 Aug 30--- Sunday---Poker Run with other EAA Chapters from northern Illinois
 Sept 12----Young Eagles
 Sept 22---Meeting-- Paul and the FAA
 Oct 9-10---- Air Force Museum, Dayton Ohio
 Oct 27---Meeting-- AME--Dr. Greg Ostrom (to be confirmed)
 Nov 24---Meeting-- Aircraft structures, Mike Perkins
 Dec 22---Chapter Christmas Party
 Jan 26---- A better Fuel System (2016)

Upcoming Workshop Visit

Todd Whitmore's Titan-51 project. What I would like to do is have this workshop visit at 10 AM Saturday March 7th. This is scaled down kit version of the venerable P-51 powered by a modified Honda Odyssey engine. Mike Perkins and Ole Simpson are significantly involved in TC services and are significantly involved in the design of his fuel system.

Here's the address : 828 Eagle Drive, Bensenville, IL, and Todd's cell is: [847-217-6335](tel:847-217-6335)

FAA and Other Related News

- Latest report, the FAA is rethinking **ADS-B** criteria, Per AVweb, FAA says it should have stated that the equipment must "meet the performance requirements" in those TSOs. The change is substantial, since equipment may be available in the experimental market that hasn't gone through the expensive TSO process, but can deliver the same performance at a lower price. More to follow.
- **Obstructive Sleep Apnea (OSA)** per AVweb, The new rules are much different than the [controversial 2013 edict](#) that came from then-Chief Flight Surgeon Fred Tilton, which automatically grounded pilots with body mass index of 40 or more. If OSA is suspected, a formal evaluation by a doctor (not necessarily a sleep specialist) will be required. But an expensive sleep study won't be required unless the doctor thinks it's necessary. The pilot will have 90 days to get all this done and if OSA is diagnosed then they'll need a special issuance permit after they've proven they're undergoing effective treatment. That's usually by way of a continuous positive airway pressure (CPAP) device that involves wearing a mask that blows air into airways, keeping them open while sleeping. The FAA says 4,917 already keep their ticket that way.
- Beginning in 2016, **Illinois Driver Licenses** will not be allowed as proof of identification for **commercial airline flights** unless Illinois complies with Federal Security Dept. of Homeland Security standards which requires verification of birth certificate. The license will show a star in the upper right hand portion of the Drivers license. (This should close some loopholes in fraudulent drivers licenses). Get your passport updated if this change stalls in the Illinois Congress.

MEMBERS IN THE NEWS



Tom Jackson's Zenith at Pioneer Airport Ski Fly-In Feb 7th

"I flew my plane to Oshkosh about 110 miles north of Harvard on February 7 for this once a year ski plane fly in. In the articles (TOP STORY AND MULTIMEDIA and other areas) you will see my plane which has a yellow nose and tail with blue wing leading edge. in the multimedia video my plane is at the end next to the last plane (I think a DC-3) and in one the plane that is landing with a blinking light is my plane. Enjoy the pictures and videos lots of nice planes at the fly in. Great experience especially since private planes are only allowed to fly into EAA (experimental aircraft association) Pioneer field on this snowy occasion. Thanks for taking a look."

EAA Chapter 790 Board Meeting Minutes For February 2015

Call to Order: A regular meeting of EAA Chapter 790 was held at Pilot Pete's Restaurant in Schaumburg, Illinois on February 10, 2015. The meeting was called to order at 1905 by Elton Eisele, president. Members of the board present were Elton Eisele (president), Mike Perkins (secretary), Paul Ranieri (vice president), and Ole Sindberg, Tom Legates, Ron Liebmann, and Joe Rossi.

Treasurer's Report: None was given; Lon Danek was not present.

Approval of Minutes: Minutes from the 2015 January board meeting were not read or approved.

Next board meeting: Resolved by general agreement that the next board meeting will be held with pizza and soda pop being served at 6:30 PM March 3 in the office of LITH Airport, the meeting to start at 7 PM.

Old Business:

Scholarship Committee Report: Chairman Joe Rossi and committee member Mike Perkins reported the following. There are three applicants. The selection process will be completed by March 1 and the award will be presented the general meeting in May in Ted's hangar at LITH airport. Next year, the committee will make an attempt at better advertising; this will include news outlets and Young Eagles events.

PR Chairman: Resolved by general agreement that Ron Liebmann will act as the chapter's PR person and will endeavor to advertise chapter events in local media, including the Northwest Herald.

Meeting Speakers: Motion from Ole Sindberg to invite Ken Anderson and Mark Anderson to be guest speakers at our April 28 general meeting. (Ole had preceded his motion with the explanation that Ken is a renowned chef, his son is a corporate pilot, a chili cook-off is planned for this meeting, Ken would be asked to judge the chili, and Mark would be asked to give a presentation on his experiences as a corporate pilot.)

Motion carried unanimously by a show of hands.

New Business:

Oshkosh Work Weekend: Resolved that there will be no Oshkosh work weekend this year because the airshow has been moved one week ahead from its usual date and the chapter's usual work weekend will not be available due to other activities going on at OSH.

Adjournment: The meeting was adjourned at 2050.

Submitted,
Mike Perkins, secretary

EAA Chapter 790 Staff

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