



FT	3000	9000	12000	18000	24000	30000	34000
BRL	1937	2215+12	2617+07	9900-09	20734	283444	
DBQ	1922	2215+12	2617+07	9900-09	20734	283444	
DSM	1919	2215+12	2617+07	9900-09	20734	283444	
MCM	1709	2215+12	2617+07	9900-09	20734	283444	
JOT	2229	2215+18	2106+13	2706+06	3205-09	9900-19	191034 161745
SPI	2028	1921+18	1911+12	9900+06	3611-10	3405-20	191034 161745

# Winds Aloft



**EAA Chapter 790**

**Lake in the Hills, IL**

## Scholarship Winners

Megan Pranczke



## Scholarship Winners

Eddie Ranieri



Air Academy-Oshkosh



Ray Aviation Scholarship

**Wow**, what an exciting night. Megan gave an excellent talk about her adventures and new friends at the Air Academy this past June.

Last Thursday David Leiting asked if our Chapter was still interested in the Ray Aviation Scholarship. Oh Yeh! Paul stated his nephew Eddie was super motivated. He filled out the required submission that weekend and was awarded the flight training scholarship this past Monday.

Thank You David!

### In this Issue:

- Youth in Aviation Scholarships
- August Chapter Meeting
- ICAO/GA Flight Plan
- Young Eagles
- What's a Squitter
- LITH Open House Events
- Calendar of Events
- Remembering Friends

# YOUTH IN AVIATION SCHOLARSHIPS

## Air Academy Oshkosh June 2019

### Megan Pranczke



A Young Eagle Flight



## YOUTH IN AVIATION SCHOLARSHIPS

### Ray Aviation Flight Training Scholarship

Eddie Ranieri



Eddie was very pleased to get this opportunity for Flight Training Funding, If it was not for this scholarship the goal of becoming an Airline Pilot would not seem possible. Thanks EAA and thanks Ray for providing this scholarship.

Eddie completed ground school and passed the written test a couple of years ago at Harper Community College but was unable to continue due to lack of resources. He now can review that schooling through Sporty's on line ground course and re-take the written test. He is presently in the process

of interviewing Flight Instructors.

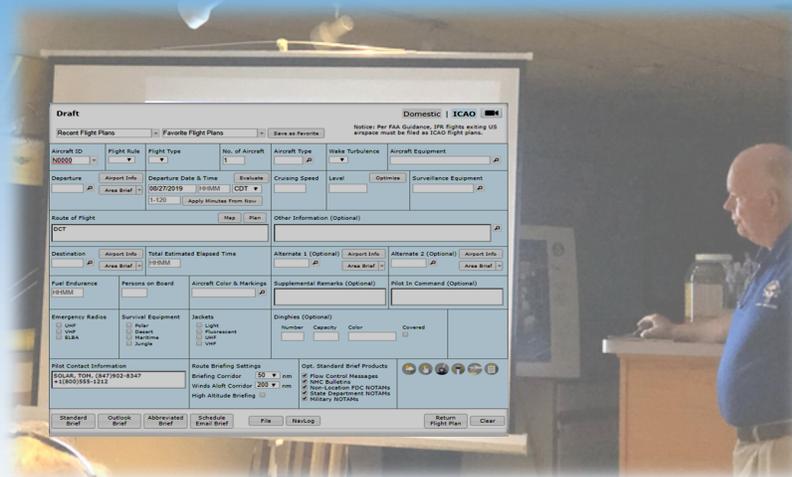
Paul talked about visiting the Kennedy Space Center a couple of years ago and they flew the Shuttle Simulator. Of the three people who tried to land the shuttle on three tries, only Eddie landed successfully and on the first try.

Eddie has the coordination skills, the ground school knowledge and most importantly the motivation to continue and complete his Private Pilot License.

Tom Solar, *Scholarship Coordinator*

# NEW US GENERAL AVIATION ICAO FLIGHT PLAN

Effective August 27, 2019



The new FAA flight plan is required effective August 27<sup>th</sup>, 2019. This applies to both domestic and international flights which includes General Aviation.

The best way to become familiar with this new process is to log into the Lockheed Martin official FAA website for flight planning, aircraft profile, and Weather Briefing. Complete a log-in scenario at the below link. This should look familiar to those who have called into 1/800wxbrief (1/800/992-7433) for filing, activating and weather briefs.

[www.1800wxbrief.com/](http://www.1800wxbrief.com/) \*\*\* On line FAA certified Flight Plan Filing and form. Log in and you can access the website. There is a help tutorial on the lower left corner of **my dashboard** tab.

Click Flight Plan Tab. On the flight plan form there are three ICAO boxes: **Aircraft Equipment** (NAV/COM); **Surveillance Equip** (Transponder/ADS-B) and **Other Equip**. Follow the drop down or lookup symbol for further code designations. Complete the remainder of the form. Noting Level (altitude) prefix is "A" and cruising prefix is "N". (there is no MPH)

Once the above ICAO codes are determined, you can go back to the opening page and click the **Account** Tab. Pull down **aircraft** and it will

take you through entering this and other important information for your aircraft. Save it and Wala! When filling out your flight plan, this information is automatically entered into your plan. Note winds, headings ETA's are automatically computed if you entered your aircrafts, airspeeds and fuel consumption rates. This will show up on your **Navlog**. Nice Eh!

Try it, you will find it is easier the second time around. On the **flight plan form** note items i.e. **Map, Airport Information, Evaluate** and at the bottom **Navlog**. Click and see.

If you have the popular Fore Flight, they will step you through their respective Tutorial.

Flight plans may be activated either, on line, in the air, via cell phone or iPad app or call 1/8000wxbrief.

For Aircraft ADS-B Hex decimal code and aircraft type go to license and certification via N# at: [www.faa.gov/licenses\\_certificates/aircraft\\_certifications/aircraft\\_registry/](http://www.faa.gov/licenses_certificates/aircraft_certifications/aircraft_registry/)

Further Aircraft type information can be found at: [icao.int/publications/DOC8643/Pages/Search.aspx](http://icao.int/publications/DOC8643/Pages/Search.aspx)

**HAPPY FLYING!**

# Chapter Young Eagles



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## What is a “squitter” ?



If you've ever flown with a Mode S transponder, you've already done your fair share of “squittering.” By definition, the word “squitter” refers to a periodic burst or broadcast of aircraft-tracking data that is transmitted periodically by a Mode S transponder without interrogation from controller's radar. Mode S ( which stands for mode “select”) technology was first developed in the mid-1970s as a way of using existing ground-based secondary surveillance radar (or SSR) to track onboard transponders more precisely and more efficiently — while reducing the number of interrogations required to identify and follow aircraft on the controller's radar scope.

To greatly oversimplify the terminology, a “squawk” is a response a transponder makes to an ATC interrogation, while a “squit” is a transmission format that routinely sends aircraft ID and positional information without being interrogated. By reducing the need for back-and-forth interrogation/response over the air, the Mode S squitter works to minimize transmitted “chatter” in the system — and, thus, increase its target-handling capacity.

ES means more data per squat.

Under the current Mode S setup, a standard transponder squat only sends the most basic aircraft identification, system status and pressure altitude information — which ATC's ground computers must correlate with radar tracking information to derive aircraft position,

direction of flight, airborne velocity, vertical climb/descent, and so on. Under the new ADS-B concept, each aircraft's approved GPS navigation system will generate all of this data, and then transmit it at least once per second by means of an “extended squitter” — allowing ground controllers and other aircraft in the vicinity to track each airplane's flight path with much greater precision and accuracy.

In fact, some 49 individual parameters can be sent over the extended squitter, compared to three for Mode C and seven for basic non-extended Mode S.

The “extended squitter” ES format is capable of carrying much more data than the basic “short squat” Mode S version. In fact, some 49 individual parameters can be sent over the extended squitter, compared to three for Mode C and seven for basic non-extended Mode S. (Note: The 978 MHz UAT “Out” has the same basic data transmission elements as ES — however, it uses a different frequency in the radio spectrum to broadcast the information.)

Eventually, when the transition to ADS-B is complete, the higher capacity ES datalink will allow controllers to see not only what each aircraft is doing, but what it intends to do. The route you have entered into your navigation system will be broadcast on the ES so controllers and other pilots can see where you intend to fly. With this futuristic technology, the clairvoyant mind-reading that some pilots seem to expect from ATC controllers won't seem so unrealistic after all.

So now you know.

*The above information was obtained from: Garmin's ADS-B Academy*

*Write up by: Tom Solar*

## Calendar of Events

- Sept 7th,, Sat Young Eagles, LITH 8:00-noon
- Sept 24th, Chapter Meeting and BBQ 6:00 LITH Airport
- Sept 28th Fly out to Havana, Il. For Astronomy Night at the airport
- Oct 5th, Sat Young Eagles, LITH 8:00-noon
- Oct 8th, Chapter Board Mtg.
- Oct Fly out to Chuck Binzels Airport, Date TBD
- Oct 19th, Sat. Christian Eagle Shop Visit, Schaumburg Airport #0311
- Oct 22nd, Chapter Meeting 6:30 LITH Airport
- Nov.26th, Chapter Mtg. IMC Presentation
- Check the Chapter Website "<http://www.790.eeachapter.org/>"

Members arriving for the August Chapter Meeting.



Mike Peranich , LITH Manager, holding one of his 12 open houses this year



# REMEMBERING

For my Friend 1946-1968

◆ JOEL A MATUSEK ◆

South Vietnam



Captain Al Haynes, who landed a crippled DC-10 at Sioux City, Iowa, in 1989, saving more than half the passengers, died in Seattle Sunday after a brief illness. He was 87 years old.

Al was our Banquet Presenter several years ago.

Rest in Peace

**Yes its Dues renewal Time.**  
 Dues can be paid on line. Check our Website [790.eaachapter.org](http://790.eaachapter.org)

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:

**(NEW PO BOX)** EAA Chapter 790, PO Box 685, Crystal Lake, IL 60039  
 September, 2019



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