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 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



EAA Chapter 790

Lake in the Hills, IL

790.eeachapter.org



PRESIDENTS MESSAGE

Thank you to all that came out and made our fourth pancake breakfast a success! Our numbers were slightly down from the previous years but the event was better than ever. Our customers were pleased to see the addition of cheese and blueberries to the menu. We also went back to unlimited orange juice and milk which was a positive for all. Not only were the patrons pleased with the event, but our 790 team did a great job of putting on the best event yet. Final numbers are not in yet, but we are excited that we will be able to continue awarding a flight scholarship in the 2016 year. Bring on 2016!

There is only a week until the beginning of AirVenture 2015! AirVenture is such a special place for those who love aviation. There is something special for everyone one to find at AirVenture. You may

not know what it is now, but when you find it you'll know.

As you have heard before, volunteers are the heart of EAA's AirVenture. As you know, I volunteer in a number of areas at EAA and it has left me with some pretty special memories. EAA volunteers share so many important times and adventures that will last a lifetime.

There are so many areas you can volunteer in; Kid Venture, Forum Host, Aircraft Greeter, Craft Tent, Departure Briefing, Flying Cinema, Hospitality Pavilion, Member Village Support, Maintenance, Warbird area, Aircraft Registration, and the list goes on and on. AirVenture is always in need of volunteers. To get more information on how you can help, visit: <http://www.eaa.org/en/eaavolunteer>

Continued on next page

Presidents message cont. from page 1

If you have time, go to the EAA AirVenture Concert Band Concert on Wed. July 22 @ 5:00. The concert will be in the Theater in the Woods just before the Apollo 13 crew is on.

Our next meeting will be Tuesday, July 28. With many just returning from AirVenture, we will be turning the meeting over to you, the members, to share your experiences that you had, what you were impressed with, discuss a forum you went to or just talk about aircraft you saw.

Meeting in Ted's hanger (P06) at LITH Airport. (Meeting Directions: Ted's hanger, is in the west-most row of hangars. To get there, enter the airport at the south-most gate (south of Blue Skies). Please call or email me for the gate keypad code. Drive west as far as you can. Ted's hanger faces East. Park on grass anywhere in the vicinity, but please make sure your car does not overhang any hard surface for wing clearance. There is additional space south of Ted's hanger for parking. If you arrive after 6:45-7:00, you may have to park in the main parking lot of Blue Skies.

We'll start cooking burgers and brats around 6:10 and last call is at 6:50 pm so come prepared to eat and talk! You are encouraged to bring a small side dish to pass and a small donation for the meal will be appreciated. *Elton*

Pancake Pictures submitted by Elton Eisele

Go-arounds

by Ole Sindberg

Let's go over how a go-around should to be performed.

1. Apply full power (this includes selecting "cold" if carburetor heat was used).
2. Level the wings and rotate to a climb pitch attitude that will at least stop the descent.
3. Reduce the flap setting. (To reduce drag)
4. If the landing gear is retractable, retract the gear when a positive rate of climb is observed.
5. The target speed used for the approach is also the target speed for the initial climb. (Speed in = speed out)
6. After reaching a safe altitude, accelerate and retract any remaining flaps.
7. Make any required radio call.

This is a procedure that works for almost any regular airplane; anything from a C-172 to a B-747. Check your POH for specific procedures for your airplane.

Regarding item 1: The throttle should be advanced smoothly to maximum allowable power; this should take about two seconds - snapping it to the forward stop may cause the engine to sputter or hesitate or even fail to accelerate. If the airplane is equipped with an adjustable pitch propeller max RPM should have been selected at some point prior to landing or going around.

More for item 2: If you are at the proper speed at the time of the go-around, you can rotate immediately to a normal climb attitude. If you are slow, you can limit the pitch attitude so that level flight is obtained for the few seconds it takes to accelerate to target speed.

Item 3: This is the step that is often overlooked or misunderstood. Recall what flaps do. Extending flaps create additional lift and therefore reduce the minimum speed at which you can fly. It does this at the cost of increasing drag; not much at small flap extensions, but at whole lot of drag at full flaps. In fact, many airplanes

are unable to maintain level flight (and certainly unable to climb) until the flap setting has been reduced. This is a certainty for low powered airplanes when conditions are exacerbated by high gross weight and density altitude. Even at low altitude, some airplanes (Cessna 172, PA28-140) are unable to go-around until flaps have been adjusted. Typically, reducing the flaps by one notch is sufficient; you need not worry about stalling because the thrust of the propeller will actually compensate for the loss of lift caused by retracting the flaps partially. Remember, in a climb attitude, the propeller thrust has a vertical component.

Item 4: Don't retract the gear till the airplane is climbing - some go-arounds have been known to result in the airplane briefly contacting the runway before the climb becomes established. An extended gear causes less drag than full flaps, and some gear doors generate more drag during retraction than at any other time.

Item 5: Always have a "target speed" in mind for any landing approach. Your POH will likely specify your approach speed. It should be adjusted for wind - typically in light airplanes, adding the gust factor is appropriate. Whatever this "target speed" is, it should also be used for the go-around - even with the reduced flap setting. Attempting to accelerate to some higher speed will only reduce (or eliminate) your ability to climb.

Item 6: Once established in the climb and safely clear of obstacles, go ahead and accelerate and retract the remaining flaps. Some people preach 200 feet or even as much as 1000 feet for this step.

Item 7: Remember the basics: Fly the airplane first, and then communicate.

The first three steps should really be executed simultaneously, or at least as close to that as you can manage. Don't hesitate with either the rotation or the flap reduction. And do practice this procedure - get to the point where you can do this almost in your sleep. It could save your life.

Keep the green side up. *OLE*

Some have inquired about the new Eagle Flight Program via EAA and how it works. Mike Perkins has written up a nice description for anyone interested in Mentoring a new or dormant pilot.

Eagles Flight Program

We've called this program by lots of names while we, as EAA members, were hoping that it would someday become a program. Now it has an official name, a trademarked name even: Eagle Flights™. The EAA has lots of information on their website about this program, but I'll try to sum it up:

- It's not a program for adults to simply get a free airplane ride or for a pilot to show someone what flying is like – we already know how to do that, and we do it well. Instead, the focus is on adults who have already expressed a sincere interest in pursuing aviation.
- Eagle flights are meant to be a high-quality experience for someone at least 18 *who is likely to be capable of actually being able to pursue aviation as a serious interest* – financially and time-wise, and with family support.
- Eagle rallies are not encouraged because it's meant to be a one-on-one experience with an Eagle mentor lasting probably several hours.
- If the adult eventually pursues their aviation interest, the Eagle Pilot would be expected to be available as their mentor.
- Prior to an Eagle's flight, the EAA suggests inviting potential Eagles to a few chapter meetings.

- The forms are different from Young Eagles, but the pilot requirements are exactly the same, and if you're a Young Eagle Pilot already, you don't need to do anything except get the Eagle forms from EAA.

- The program's intent is such that an Eagles experience could send a participant in many directions – pilot training, A/P career, aircraft-building, military career, etc.

- Eagle participants do not receive a log book as to Young Eagles. Rather, they are encouraged to follow contact an FBO, a flight school, or a private instructor, perhaps with the participation of their Eagle's flight mentor. And after their flight, they receive one-half year of free membership in EAA.

- If an adult expresses interest at a Young Eagles rally that fits the Eagle program, the EAA encourages scheduling a time outside the rally.

- If an adult inquires at EAA headquarters about the program, they are asked questions about their seriousness of pursuing pilot certification. That is the theme we as individual Eagle mentors would be best to follow.

- Eagle pilots are encouraged to follow-up with the participant one or two weeks after their flight.

Any EAA member can request an Eagles Flight package from the EAA by starting here: [EAA Eagle Flights](#). The package not only includes registration forms but also a very nice printed booklet about the program describing the expectations of the pilot/mentor and participant, which is also available on the web here: [Eagle Flight Booklet - PDF](#). This booklet also has a very nice story about Paul in the prologue.

- *Mike Perkins*

ELECTRIC'S IN THE NEWS

Editors note: Per the latest details of who will be the first to fly electric over the Channel, as you have read, Siemens has told Pipistrel to back off which gives the E-fan version built by Airbus to hog all the glory. Sounds like a David and Goliath battle, which the money boys won, oops not so fast, the little Cri-Cri from France undercut Goliath. Good going David! When flying manufacturers have outpriced their GA market and Airbus is no exception since their electric fan trainer is expected to be above \$200k, Pipistrel has spent years perfecting an affordable electric for the training market, currently priced at \$100k Euro or approx. \$130K US. This editor is cheering for the underdog. Pipistrel just released their production aircraft "Alpha Electro" for the European market. Now Siemens has stated they will no longer provide the electric Motor? Something smells in Denmark Mr. Shakespeare. Safety issues my Note: Our FAA seems too busy to address Pipistrels' questions and application for the US market per a representative at last years AirVenture.

Another manufacturer has developed an electric aircraft in Brazil. The Sora-e

Brazilian and Paraguayan developers said the first electric-powered aeroplane ever flown in Latin America successfully took off and landed near the Paraguayan and Brazilian border on Tuesday (June 23). The test flight lasted only five minutes, but aviators and engineers from both countries celebrated the successful flight as an important achievement for the region and for more sustainable transportation practices in the future.

The plane, called the **Sora-e**, has a carbon fiber body with an 8-meter (26 foot plane) wingspan and weighs 650 kilograms (1,430 pounds). It was developed by Brazil's ACS Aviation and the Brazilian and Paraguayan Itaipu Binacional partnership which runs Brazil and Paraguay's Itaipu dam on the Parana River which divides the two countries. The plane took off from a small airport on the Paraguayan side of the dam and returned safely to applause five minutes later.

The developers of the experimental plane said it was part of cooperation efforts between the two countries to continue to develop clean energy technologies. The Brazil-Paraguay partnership already has a small fleet of electric-powered vehicles in use at the joint ventured dam. "We started with cars, with utility vehicles, with trucks and now we're working with planes and buses to show that, yes, it is possible to use substitutes to fossil fuels to avoid carbon emissions that cause greenhouse effects," the Brazilian Itaipu director-general Jorge Samek said after **Sora-e's** inaugural flight.

Development for the plane started in 2012. The plane was built by Brazilian and Paraguayan engineers and also used technologies from the United States and Slovenia (how do you say Pipistrel?) It uses six ion polymer lithium batteries and has the potential to fly for an hour and half with a maximum speed of 340 kilometers per hour.

The Sora-e can carry two people, a pilot and one passenger.

Members info

From John Cosmos: I have been spring cleaning in June. In among everything I have a CH Yoke & Rudder Pedals. Also, I have a copy of MS Flight Simulator X Deluxe Edition and X Plane version 10. If anyone in 790 is interested in taking all of it please let me know.

I am willing to give them away. However, if a person wants to help support my missions travels (just made my 2nd trip to Thailand last February) I would be happy to take whatever they would give me.

John can be reached via cell phone at 847/927-5127 or email at jcosmos@ameritech.net

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Condolences go out to all the May family on the passing of Glenda May. Glenda was an active former member of 790 until moving to Poplar Grove.

EAA CHAPTER 790	2015 Member Information	<i>Please Print</i>
_____	_____	_____
Last Name	First Name	Spouse EAA Membership #
_____	_____	_____
Street Address	City	State Zip
_____	_____	_____
Home Phone	Work/Cell Phone	Email Address
_____	_____	_____
Aircraft	Model	
Own ___ Rent ___ Club _____	Building/Restore ___	
I would like to receive the newsletter by: Email _____ U.S. Mail _____		
Dues for 2015: \$25.00 Family or Individual ___		\$10 Student/Out of State: ___
Part of your dues will be used to support		Mail Check To: EAA Chapter 790
Our Scholarship Fund		P.O. Box 1206

August 7, 2009

IN'S and OUT'S of CANADA

An Adventure by *Tom Solar*

Location: Passing into and out of Sault Ste. Marie, Canada



For Entertainment and Education Purposes

I chose excellent weather both up and back and the most enjoyable part was the hospitality shown by Joyce and Tom Jackson, Chapter 790 members and owners of Eden Camp Resort. I was the first fly-in guest at their resort. The nearest airport was at Thessalon CPL5, fifteen miles away. This airport does not have commercially available Avgas and charges a \$5/day tie down fee. Not bad since there are not many airports around. The Jackson's treated me to a day at the Bush Pilot's museum in Sault St. Marie and a tour of their property. Had a nice visit with the other guests and even caught a nice Smally.

Six weeks prior to departing I called CANPASS to inquire about the new 406MHZ ELT requirements for a US aircraft in Canada. She didn't know anything about it, or what an ELT was. She gave me two other numbers, which I called and both of those Canadian personnel didn't know what a 406, ELT was either or if there were any specific ELT requirements. Fortunately I read a short article in EAA magazine that stated Canada had delayed any enforcement on 406 ELTS. They were losing tourist business.

Be sure to bring your Passport, aircraft registration and pilots license. File a US Flight plan to enter Canada. Log into eAPIS, (Electronic Advance Passenger

Information Service) a new system required by the US Customs and Border, at least two weeks prior to your trip if this is your first time using the system. They will email back an authorization code 3-10 days later for final log in information. After that enter your inbound and outbound information for your trip. Email does not work well in most of Canada, so the trick is to file the return trip while in the US (at the same time you enter the information for the entry into Canada). Put your approximate date and time for departing Canada so they have a manifest. Since flying is weather dependent, call US customs one hour prior to departing, and modify your eAPIS departure date and time. Call CANPASS 888/226-7277 *at least two hours prior to entering Canada (outbound call not required). These people were the friendliest and most efficient.*

Must contact Canada prior to entering their air-space for a squawk code. In this case it was the CY-AM tower on 118.5 in Sault Ste. Marie 20 miles out.

Upon arrival at Soo airport, I parked in front of the tower at the yellow T lines. I saw two customs agents walking toward the plane so I waited. The customs agents checked the AT6 pilot next to me, and then went back in the terminal. The refueling person said the agents did not have a manifest for N7186S. So I called CANPASS and got a release number. Then the agents came out, after the refueling person went inside to check with them and they asked the normal questions. I told them I had a release number and showed it to them. They wanted only my drivers license and proceeded to inspect the plane. One agent stated I need a sticker (not a decal) a form 99 to display in my window to be viewed when the airplane was parked at other Canadian Airports. If the plane was not inspected and had only a release number then I would need to place the release number and display it in my windshield. If they didn't see either item, they would call CANPASS and verify I was legal.

They took me into the terminal to fill out the form 99. One agent called CANPASS and asked why they were going through all of this since I had a release number. Go figure. See isn't this educational and entertaining?

(Continued on Next Page)

In's and Outs of Canada (Cont)

The airport of entry back into the US shows Chipewa CIU as the closest on the sectional. However, the Canadian Customs suggest (require) you to use Sanderson ANJ, which is right across the border in Michigan. Even the US customs folks, 906/632-7221 didn't know this when I asked, on two different calls. One FSS individual did give me Kenosha, and Milwaukee as an AOE. Some help!

FSS calls are Trunked to the next available operator even though the menu asks for a specific state. When I punched in Michigan on three different occasions, I got Atlanta, Washington DC and Kankakee Flight Stations none of the three knew of the procedures entering and leaving Canada. One FSS stated he didn't have Menomonee, Mi. in their system when I asked for TAF information. When he asked what my final destination was on the return trip, I stated, if you don't have MNM in your system you wouldn't find LL53 (Olson Airport at Plato Center, IL.).

I filed my flight plan with US FSS while on the lake (the only cell coverage) after checking the weather and TAF's enroute. Five minutes after filing I got a call from Toronto denying the flight plan. So I filed with Toronto. Leaving Canada, the flight plan must be filed via Canada; US FSS did not know this.

Canadian Flight Plan, Toronto, 866/541-4004 London, FIC

866/WX BRIEF (866/992-7433)

866/GO METEO (866/466-3836)

I called US Customs one hour prior to departing giving my airport of arrival and time. Prior to crossing the Canadian border, make sure you get a squawk code from Toronto FIC, 132.65. They will track you and release you upon entering US airspace. The Sanderson Airport is non-tower controlled. Customs will meet you in front of the FBO. There is no yellow lines or circles, just stay in the plane until they arrive. I brought a sandwich and water just in case, since the whole process had been a Key Stone cops scenario. Even though you have a US Registered aircraft, you must purchase a US Customs decal for \$27.50 that is good for the remainder of the calendar year, go figure. US Customs requires your **pilot's license, aircraft registration and passport**. If your eAPIS manifest does not show up on their records they will give you a warning. My blackberry could

not access eAPIS after a dozen attempts from the camp, so calling US Customs said they would file it the old fashion way. One of the US Customs agents at Sanderson argued with me that was not possible. I gave him the officials name and phone number and extension of the person I talked with. The other agent took my credit charge, gave me a warning piece of paper, returned all my documents and left with a smile on his face after listening to my difficulties and lack of information from Lockheed Martin and the Customs personnel. I received a custom decal in the mail a week later.

Since I didn't receive any citations, my plane was not impounded and I was not ushered off to the Hoosegow, I will be going back. The ruggedness and beauty of the country, the adventure of flying and the hospitality I received from the Jackson's made the trip extremely enjoyable.

Other Canadian FIC's

Winnipeg 866/541-4103

Quebec 866/541-4105

Halifax 866/541-4106

Edmonton 866/541-4102

Kamloops (BC Area) 866/541-4101

User fees are only charged at selected Canadian airports. A CANPASS Certificate is not required. Written documentation is often unclear and incorrect. Bring your patience, sense of humor and respect for the agents. *A user fee bill was sent to me several weeks later.*

For further information on Eden Camp Resort, visit their website at www.edencampresort.com or contact Tom or Joyce Jackson at edencampresort@hotmail.com

Editors note: web site eAPIS URL "eapis.cbp.dhs.gov" (not required for Alaska, Virgin Islands, Hawaii) Verify phone numbers listed for currency since this write up was in 2009. One can request a decal and inquire about a form 99 if it still exists by contacting CANPASS. TRC (Telephone Reporting Centre) is used for reporting ETA 2 hours prior to arriving. 1-888/226-7277 or 905/679-2073. eAPIS filing may preclude this step since it is not clear on either web site. See isn't this an adventure?

790 Calendar of Events

July 20-26---Oshkosh AirVenture

July 28--- Chapter Meeting---AirVenture rundown, Ted's hanger P60

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---Chapter Meeting-- Paul and the FAA, Ted's hanger P60

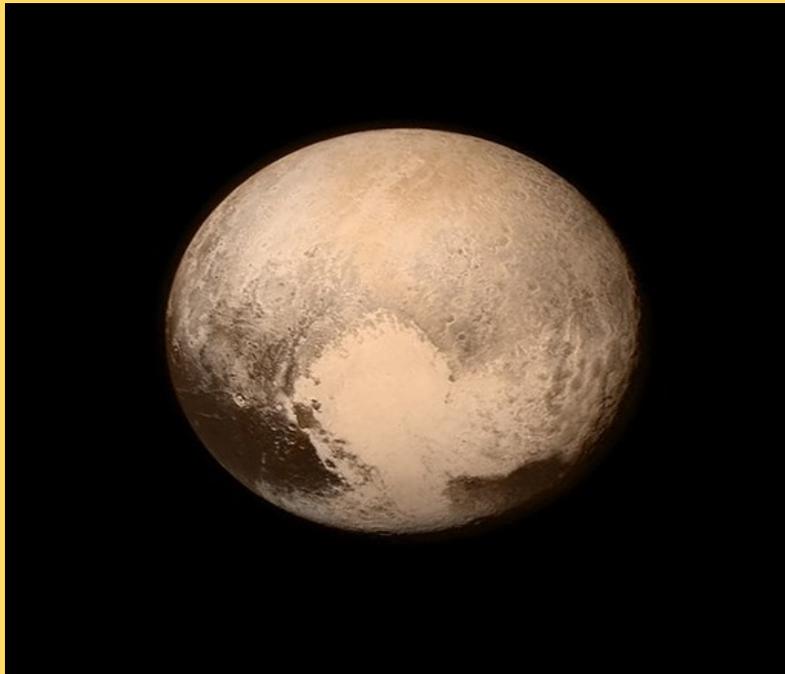
Oct 9-10---- Air Force Museum, Dayton Ohio

Oct 27---Chapter Meeting-- AME--Dr. Greg Ostrom (to be confirmed) Ted's Hanger P60

Nov 24---Chapter Meeting-- Aircraft structures, Mike Perkins

Dec 22---Chapter Christmas Party

Jan 26---- A better Fuel System (2016)



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

["tomsolar@sbcglobal.net"](mailto:tomsolar@sbcglobal.net)

2015 Summer Calendar EAA Chapter Events in the Chicago Area



www.eaa932.org



www.eaa95.org



www.eaa153.com



790.eaachapter.org



May

- 9th - Chapter 790 Young Eagles Rally at Lake in the Hills Airport (3CK)
- 9th - Chapter 461 Young Eagles Rally, see web site for location
- 10th - Chapter 1414 Pancake Breakfast/Young Eagles Rally at Poplar Grove (C77)
- 16th - Chapter 932 Salute to Veterans Pancake Breakfast at Galt Airport (10C)
- 17th - Chapter 579 Young Eagles Rally at Aurora Airport (ARR)

June

- 6th - Chapter 241 Young Eagles Rally at DeKalb Airport (DKB) 09:00 - 11:00
- 6th - Chapter 790 Young Eagles Rally at Lake in the Hills Airport (3CK)
- 7th - Chapter 241 Pancake Breakfast at DeKalb Airport (DKB) 08:00 - 11:30
- 13th - Chapter 932 Barnstormer Days Vintage Fly-in at Galt Airport (10C)
- 13th - Chapter 95 Young Eagles Rally at Morris Airport (C09)
- 13th - Chapter 461 Young Eagles Rally, see web site for location
- 14th - Chapter 1414 Pancake Breakfast/Young Eagles Rally at Poplar Grove (C77)
- 21st - Chapter 153 Father's Day Pancake Breakfast at Schaumburg (06C)
- 27th - Chapter 95 Fly-in at Aero Acres Airport (IL51)
- 28th - Chapter 579 Young Eagles Rally at Aurora Airport (ARR)
- 28th - Chapter 790 Pancake Breakfast at Lake in the Hills Airport (3CK)

July

- 11th - Chapter 461 Young Eagles Rally, see web site for location
- 12th - Chapter 1414 Pancake Breakfast/Young Eagles Rally at Poplar Grove (C77)

August

- 8th - Chapter 241 Young Eagles Rally at DeKalb Airport (DKB) 09:00 - 11:00
- 8th - Chapter 461 Young Eagles Rally, see web site for location
- 9th - Chapter 1414 Pancake Breakfast/Young Eagles Rally at Poplar Grove (C77)
- 22nd - Chapter 790 Young Eagles Rally at Lake in the Hills Airport (3CK)
- 23rd - Chapter 579 Young Eagles Rally at Aurora Airport (ARR)

September

- 5th - Morris Airport Open House (C09)
- 12th - Chapter 790 Young Eagles Rally at Lake in the Hills Airport (3CK)
- 12th - Chapter 95 Young Eagles Rally at Morris Airport (C09)
- 12th - Chapter 461 Young Eagles Rally, visit web site for location
- 13th - Chapter 1414 Pancake Breakfast/Young Eagles Rally at Poplar Grove (C77)
- 19th - Chapter 932 Planes & Puppies (Young Eagles/Animal Shelter fundraiser) at Galt Airport (10C)
- 20th - Chapter 241 Pancake Breakfast at Hinckley Airport (0C2) 08:00 - 11:30
- 27th - Chapter 579 Young Eagles Rally at Aurora Airport (ARR)

October

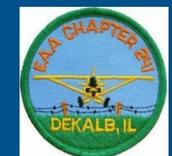
- 10th - Chapter 241 USO Hangar Dance at DeKalb Airport (DKB) 19:30 - 23:30
- 10th - Chapter 461 Young Eagles Rally, visit web site for location
- 11th - Chapter 1414 Pancake Breakfast/Young Eagles Rally at Poplar Grove (C77)
- 25th - Chapter 579 Young Eagles Rally at Aurora Airport (ARR)



1414.eaachapter.org



www.eaa579.org



www.eaa241.org



www.eaa461.org



Visit the chapter websites for more information about each event.

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