

Volume 36

Issue 6

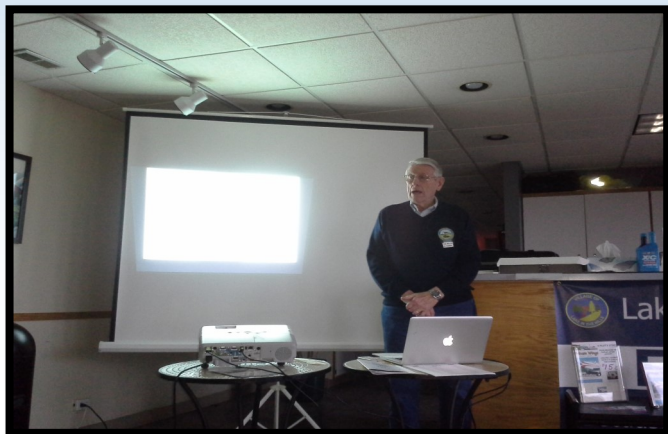
June, 2017



FT	3000	6000	9000	12000	18000	24000	30000	34000
BRL	1937	2215+12	2611+07	9900+09	20734	223444		
DBQ	1922	2215+12	2611+07	9900+09	20734	223444		
DSM	1919	2215+12	2611+07	9900+09	20734	223444		
MCW	1709	2215+12	2611+07	9900+09	20734	223444		
JOT	2229	2215+12	2611+07	9900+09	20734	223444		
SPI	2028	1921+18	1911+12	9900+06	3611-10	3408-20	191034	161745

**EAA Chapter 790****Lake in the Hills, IL****790.eaachapter.org**

## May Chapter Meeting



Paul Wallem gave a very nice presentation at the May Chapter meeting. He discussed the original Buildings moved to the Poplar Grove Museum and their renovation. The Buildings are from:

1928 Springfield Hanger

1938 Waukesha Hanger (now Main Building)

*(Continued on page 3)*

## In this Issue

- Young Eagles Event go-no-go phone 847/468-9437 This Saturday June 3 LITH
- Pancake Breakfast Committee Mtg.
- Ole's Challenge
- Fly Out Dates
- Electric Flight Updates
- Chapter Dues Form
- Scholarship Info
- Monthly Chapter Calendar
- Lancair ES Plane Kit For Sale Reduced Price

## May Young Eagles



### **Every Morning I try to recall some of my many Blessings by Mike Perkins**

Every morning I try to recall some of my many blessings. One of them is the privilege of owning and flying a homebuilt aircraft. Another is the special, fundamental freedom it represents. But for me, it's having the friends that come along with this wonderful hobby. As I am recently reminded.

Some of you might know I broke a rudder pedal during my run-up at Canton's fly-in breakfast. Here's how.

The brakes don't hold well against full power; when I want brake parts, I buy them from a go-kart supplier. So during run-up, the airplane taxis a bit. This prompts me to put a lot of pressure on the toe-brakes to minimize the travel. A lot of pressure. Finally tired of the mistreatment, one of them broke - it was a long-time coming.

Really, I should have known that run-ups are superfluous with single-ignition and no carb-heat. But I got used to doing this from day-one in order to "trust" the engine.

So here are Mary and I, at Canton, with a broken airplane. I called a friend with whom we'd just had breakfast. The friend put a truck team together and within five minutes, we were being towed back to the ramp. Another friend lent us a hangar and also

gave Mary and I a ride home. That afternoon the two of us drove back to Canton where we liberated the offending broken part. A fine fellow at the airport, someone we barely knew, offered to do the welding. When I phoned him later that week for status and asked how much I should write the check, the answer was, "You're an EAA member, right?" Wouldn't take a penny. He even primed and painted it for me after it was welded.

Later in the week, I received an airplane ride back to Canton from one of the aforementioned friends. I couldn't even pay for gas. Said I was an EAA member. Then, when I got to the hangar with parts and tools, I found that another friend, and I don't know who, had covered my airplane with extra bedsheets to keep the hangar-nesting bird-bombers from decorating it while it was stored.

Normally this whole ordeal would be considered major stuff. But altogether, I myself consumed a whole hour doing these repairs. As it was, it made for an afternoon nicely-spent.

Flying the 20 minutes back to Havana with cotton-ball puffy clouds all over gave me time to count my blessings again. This is truly a fraternity of friends. Because we're EAA members, I guess.

Thanks, folks. You all make it difficult to tell the difference between friends and family.

*- Mike*

### **CHAPTER AVIATION SCHOLARSHIPS**

Two applications have been received for this years aviation scholarships. Final determination will be made at the next Chapter Board Meeting on June 6th.

## PANCAKE BREAKFAST COMMITTEE MEETING

The next and final Pancake Breakfast meeting will be held on Wednesday, June 21st at LITH, our usual meeting place, starting at 6:30 pm. Advertising and promotion is well under way, and many other assignments are in progress. We are still in need of additional sponsors. If you have a pending sponsor who has not yet given final approval, please contact him or her.

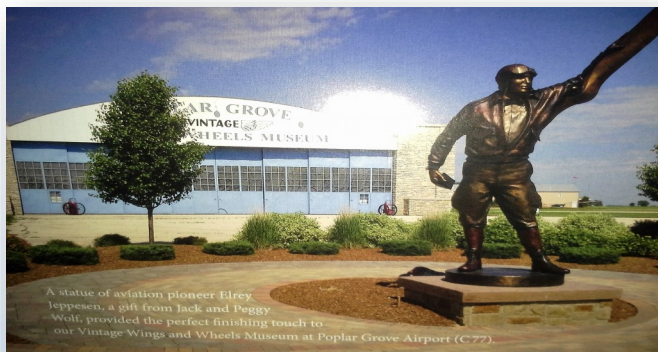
Our Pancake Breakfast will be held along with the LITH Airport EXPO and we expect good traffic from these combined events. We will also need much help from Chapter members, such as received at last year's event. Plan to help if you can.

Group leaders, especially, should attend the June 21st session to be sure that all details and assignments are complete for the Breakfast on June 25th. Since this is our only fund raiser for the Chapter, we need to be sure that it's a success! Hope to see you at the meeting.

*Lon*

*(May Presentation Continued from Page 1)*

1927 Hamilton T-Hanger      1924 Sunoco Gas Station  
1927 Slim's Garage      Elrey Jeppesen Statue



Paul wrote a book to help inspire youngsters to pursue their love of Aviation entitled "Private Wings" Ten copies were given to the chapter to distribute to Young Eagles to assist in their appreciation of Aviation. Paul talks about his eight love affairs with wings; Cessna 172, (2) Cessna 182's, Cessna 210 which was sold to Orion Samuelson, Cessna 170 and (2) Fairchild PT-19's.

He also talked about the Curtis Jenny Build project and the chapters involvement with the local boy Scouts.

Thanks Paul *(write up by Tom Solar)*



## Aviation Challenges

by Ole Sindberg

### Challenge #1

Last month's challenge about an actual incident many years ago in Denmark with a Percival Pembroke, was won by Jim Bertoglio. Here is his response:

*Just kind of a quick wild guess on why the engine cylinder head temp wouldn't go up. Did the tech types who worked up the check lists remember or know to turn on the mags for the restart? Unfeathering the prop would make the engine turn over and build oil pressure etc., but without the mags on there would be no fire in the cylinders, so there would be no power and the cylinder head temp would not increase. There would however be drag caused by the wind milling engine which might be enough to cause the loss of altitude if the functioning engine couldn't provide enough power to overcome it.*

The mag for the left engine was indeed off, because the tech types who wrote the check list screwed it up, and did not include "ignition on" on the restart checklist. The first correct answer wins a flight in the Prescott or free beer at the next gathering: to that end, Jim wrote In a later email:

*How about a flight sometime when you are going to go up? However, as much as I would like to go, since I have flown with you already, if you know of someone who hasn't had the experience of flying in your plane and would like to, I am willing to donate the ride to them. Not many people ever get to experience a flight in a Prescott Pusher!*

A very nice gesture by Jim, so if this appeals to you, this your chance for a ride in a somewhat different airplane. Let me know.

Keep the blue side up

Ole

*Editors note: Jim has ridden in Ole's Prescott Pusher so he graciously agreed to extend the invitation to others. Ole will be giving rides to George Roby and John Peroutka*



## Chapter Calendar

- June 3-Young Eagles Event LITH
- June 17th-fly out to Watertown KRYV
- June 21-Pancake Committee Meeting LITH 6:30
- June 6-Board Meeting LITH
- June 24-Pancake Breakfast set up LITH arrive early volunteers
- June 25-Annual Chapter Pancake Breakfast
- June 27-Chapter Meeting and BBQ
- July 1-Young Eagles
- July 15-Fly Out to Washington Island Fish Boil-Door County
- July 23-30-AirVenture
- Check the Chapter Website "<http://www.790.eaachapter.org/>"  
for any additional details and a list of local chapter events in the area

## CHAPTER FLY-OUTS

The May Fly out to Peru, IL. TBM was cancelled due to weather. Breakfast was enjoyed by all at the Crystal Lake Restaurant.

### Fly-out for June 17:

June 17<sup>th</sup> to Watertown – KRYV. Plan to arrive at 9:30. Nice airport with two hard surfaced runways – 11/29 is 2800' long and 5/23 is 4429' long. Uncontrolled airport, but they respond readily on Unicom 122.8. 60 NM on a 345° course will get you there from Lake in the Hills. A Perkins restaurant is within easy walking distance, and the FBO will give you a discount coupon. Plan B as before: Meet at Andy's at 9 AM. And please let me know if you are coming – both flying and also if we are going to Andy's. I will email you the evening before if the forecast is unfavorable and plan B is in effect.

Email me if you have seats available and also if you need a seat.

Do this - RVSP please.

Keep the blue side up

*Ok*

### Fly-out for July 15:

Washington Island Fish Boil. Contact Tom Solar for those flying and seating availability.

# ELECTRICS IN THE NEWS

In the last issue of Winds Aloft, I highlighted the improvements and innovations of battery technology. There wasn't enough room for the many types of electric aircraft prototypes. Below is a listing of some of those planes.

- Pipestrel as previously reported has both an electric trainer and an electric launch soaring aircrafts in production. European approval has already been granted in some countries and they have applied for FAA permits for training certification in a Californian locale.
- Kirkland Washington-based Zunum Aero, with backing from Boeing and JetBlue, is working to create a 10-passenger electric hybrid airplane by the mid-2020s, with larger passenger planes to follow. The planes would save money on fuel and would hopefully cut down travel time by using regional airports. This is part of Boeing's new "innovation cell" called Horizon X that will seek out and encourage new emerging technologies.
- "DARPA, Defense Advanced Research Projects Agency has completed subscale testing of their hybrid electric VTOL design and will move ahead with full scale aircraft" Mary Grady
- Swiss First Electric fly-In Sept 9-10 at the Grenchen airport. By Mary Grady.
- Nasa's X-57 all electric dubbed Maxwell being built by Scaled Composites to be delivered this summer to Armstrong Flight research Center in Palmdale, Ca. "we're targeting general aviation aircrafts, trying to increase mobility by making use of the small community aircrafts for shorter commute times." by Julia Paskin
- H55 company founded by Andre Borschberg, who flew the 2015 and 2016 Solar Impulse flights has built the aEro1 with battery endurance exceeding 1 hour in 50 flights. " by Jim Moore



The aEro1 prototype had logged more than 40 hours by the time its parent company made its public debut. Photo by Jean Marie Uriacher courtesy of H55

# 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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