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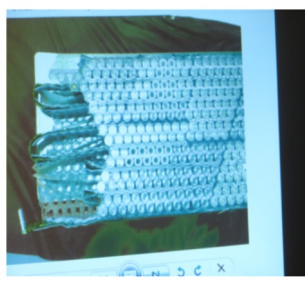


EAA Chapter 790

Lake in the Hills, IL

790.eaachapter.org

October Chapter Presentations



Cutaway of battery pack

Paul Ranieri gave a fine presentation on his Tesla car restoration and adventures. Even though it was not aviation directed, it presented the first generation of Tesla electric motor/battery production. Paul stated it is a fun car to drive and costs one fourth the price to charge per month verse paying for gasoline for his van. The battery capacity is no problem driving moderate distances. Simply plug it in at the end of the day and he's ready to go again.

In This Issue

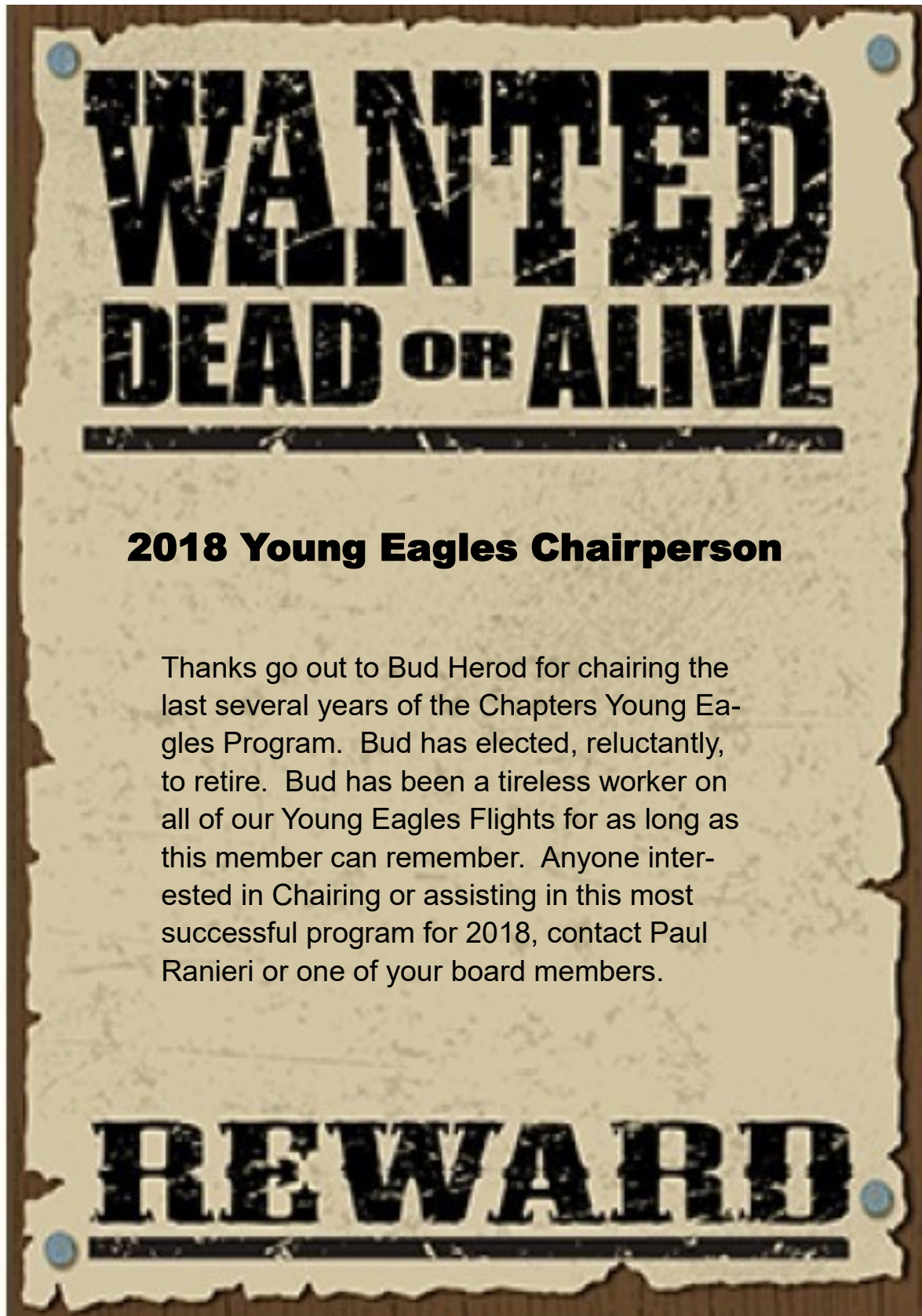
- * October Chapter Meeting
- * Wanted Young Eagles Chairman
- * Scholarship Application-Deadline Approaching
- * Meet our Members
- * October's Fly Outs
- * Ole's Challenge #5
- * Calendar of Events and November Presentation
- * Member Application Form



Brad DeLisle and Paul also gave a brief presentation on the Boeing gofly program. This program offers financial incentives paid via various phases of design, construction and prototype flights. Any chapter members interested in participating contact Paul Ranieri

P.ranieri@comcast.net to sign up. Details of this program can be found on the following website. <https://www.goflyprize.com>.





AVIATION SCHOLARSHIPS

2018

Crystal Lake EAA Chapter 790 is offering scholarships for Youth in Aviation. \$1,000 scholarship paid directly to a certified flight training facility. There also is an option for a two or three day Aviation Camp in Oshkosh, Wisconsin EAA Air Academy in June or July. Applicants to submit a written one page essay on why they are interested in Aviation and their Aviation objectives. A Chapter 790 Scholarship committee will review the essays and inform the lucky winners. You must be 14 to 20 years of age and with the consent of a parent or guardian. It must be typed double spaced using 12-point font. Please have at least 3 paragraphs to your paper; introduction, body and conclusion. Use focus and any relevant evidence to support your ideas. Use conventional standard written English. Ideal candidates should be well rounded, have a high school GPA of at least 2.00 on a 4.0 scale, be involved in school and community activities, as well as have a proven interest in aviation.

Please provide 2 references along with your paper.

Submit your application by **December 1st** to:

Paul Ranieri-President EAA Chapter 790
P.O. Box 1206
Barrington, IL. 60011

Posted 10/4/2017

CHAPTER MEMBERS

Chuck Binzel



Started Flying in 1986 at Galt, by buying a quicksilver ultralight & started lessons in an Aer-onca Champ.

in 1987 sold the ultralight, bought J3-Kitten project (never completed, but still have it),

Joined EAA & EAA790, Got private rating.

in 1988 got Seaplane rating

1989 bought Cardinal RG

1990 Instrument rating

1992 Glider rating, Bought WI95 & moved to Wisconsin. *Chuck heard about this private field with 25 acres of property, new house and hanger, from a Chapter 790 member. At the time Chuck was working for Motorola as an engineer for the Cellular Sector at which he eventually retired. His 36/18 runway is turf and lighted.* Chuck hosted the September fly out at his air-ranch.

1998 Bought J3 on floats from Clyde Ericson

1994 Sold J3

OCTOBER FLY OUTS

On Saturday 10/21, Due to higher than normal winds and gusts, the October Fly Out to Janesville, was cancelled. Plan B. We met at the Colonial Restaurant on Hwy 14 in Crystal Lake.

Attendees were: Ole Sindberg, Clyde Erickson, Mick Petrie, Rick Oleszczuk and Tom Solar. We met a couple of Korean vets from both the Army and Navy who stopped by to chat as well. Over two and a half hours were spent Hanger talking, too little time for Clyde to finish his ample breakfast. Discussions ranged from Air Force Tanker piloting, weather information loading for transport aircraft, Airline Piloting -727, 737, 747SP, 787, MD 80, MD9's and other initials, one engine out, two engines out (same side), light load short take off with high climb rate, backing up the 747 SP, ferrying Commercial aircraft, broken cable pulley, Cable replacements required in Brazil, Cessna's, Airbus electric Duct fans and short range electric commercial Prototype, computer programing, SSD storage units, Deleting Cache and Cookies (no brownies), Army and Navy experiences and just friendly chit chat.

On Saturday 10/28 a second try to fly out to Janesville was cancelled due to the closed restaurant at the Golf Course, so Clow Airport was chosen for this Saturday. Unfortunately the ceiling dropped from 1,900 feet to 400 feet at the time of departure from LITH. Colonial once again received business from; Ole Sindberg, Dave Boone, Mick Petrie, Paul Ranieri, George Roby, Tom LeGates and Tom Solar. Discussions ranged from competitive Navy, Marine Corps pilots, Air Force Tankers, Helicopter experiences in low ceilings in Canada, Quiet Chopper blades and home building.

Thanks go out to Ole for chairing these monthly fly outs.

Write up,

Tom Solar

Disclaimer, (surely anything written must have a disclaimer now a days): *Writer holds no responsibility nor liability for accuracy of these minutes. Legal acceptance won't be found anywhere, No pictures were taken to protect the innocent.*

Ole's Challenges

Last month we had Challenge no. 4 about an ILS approach with some unusual glide-slope indications and events.

There were several responses, but none were correct. At the October meeting I referred to this, and the newsletter had more detail, but again nobody had the correct answer. One person at the October meeting had the right idea, but never submitted it. I can't remember who it was.

So – I am giving up on this challenge. The correct answer is as shown in Dogan's Instrument Flight Training Manual:

“There are additional signals known as “false glideslopes” at altitudes above the proper glideslope”

These glide slopes are inverted meaning that if you were to attempt to fly such a glideslope, you would have to do the opposite of what you normally do. Similar to flying a back course approach where also have to do the opposite of normal. (fly away from the needle) These false glide slopes are typically found at twice the altitude AGL of the normal glide slope.

This fits perfectly with the scenario in the challenge – too bad nobody figured it out.

For the next Challenge which will be no. 5, I have some basic questions. Give me your best answer and win a ride for two in my airplane or free beer next opportunity we have.

What will the freezing level be if the field elevation is 1000' and the temperature at the surface is 15° C?

What conditions are required for structural icing to occur?

What are the two main types of icing you may encounter in a light airplane

What factors must be present for a thunderstorm to form?

What is “temperature inversion” and what does that mean for an aviator?

What are the two basic ways that causes fog to form?

Give me four good ways to obtain weather information.

What is the plain language for this: METAR KBNA 1250Z 33018KT 290V360 1/2SM R31/2700FT+SN BLSNFG VV008 00/M03 A2291 RMK RAE42SNB42

Define MVFR.

What is angle of incidence?

What are four factor that contribute to the “torque effect”?

What is load factor?

How does an increase in load factor effect the stall speed?

What is the conventional procedure for recovery from a spin?

Give me six factors that affect the takeoff performance of an airplane with flaps

What is TAS when the CAS is 100 KTS, the pressure altitude is 14,000' and the temp. is 0° C?

What is the purpose of flaps?

What is the strictly technical purpose of the rudder?

(Continued on next page)

Ole's Challenge #5 (Continued)

Why do we have a mixture control in most of our airplanes – cars and turbine airplanes do not have any such control?

What is the strictly technical purpose of the rudder?

Why do we have a mixture control in most of our airplanes – cars and turbine airplanes do not have any such control?

Name all of the redundancies in the airplane you usually fly – show the type.

Send your answers to me at oleeva@sbcglobal.net

Enjoy.

Ole

Valve Bore Scope interpretations (from AVweb Flash 10/30/2017)

GREEN MEANS STOP



1
First indication: Circular color pattern is slightly uneven and nonsymmetrical.



2
Crescent-shape, discolored burn pattern developing at upper edge.



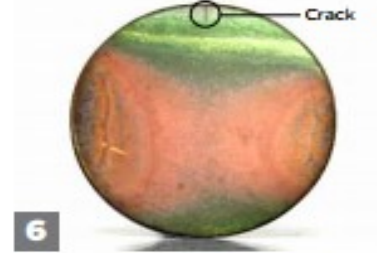
3
Burn pattern migrates inward.



4
GREEN MEANS STOP. The green area at the top shows this valve should be replaced immediately. (Note how the uneven burn patterns match the heat distribution chart.)



5
Green crescent progresses toward center with valve cracking and failure a serious danger.



6
Crack at 12 o'clock shows valve failure is imminent.

BURNED PIZZAS ARE OK



Don't be alarmed by the bright color, or deposits around the edges. The symmetrical pattern shows this valve is just fine.



A symmetrical, circular pattern shows a healthy valve. Red and orange deposits are harmless.



Thick lead deposits from an overly rich mixture give this healthy valve the appearance of an overcooked pizza.

LEARN MORE:
www.airsafetyinstitute.org/valves

Special thanks to Adrian Eichhorn
and Dr. Peter Wu.



FUNDED BY GENEROUS DONATIONS TO THE AOPA FOUNDATION
AOPAFoundation.org

Calendar of Events

November 28 Chapter Meeting at LITH Airport, presenter Michael Haupt, History of N. Illinois Airports w/focus on Chicago Executive Airport

December 5 Board Meeting at LITH Airport

December 26 Chapter Holiday Party, bring a dish to pass at LITH Airport

January 23 Chapter Meeting at LITH Airport

February 2 Board Meeting at LITH Airport

February date TBD Annual Banquet, no chapter meeting

March 20 Spring Begins, Chapter Meeting at LITH Airport

April 3 Board Meeting at LITH Airport

April 24 Chapter Meeting at LITH Airport

Had to reprint this, since I chuckle every time I read it.

From AVweb Flash 10-2017 "SHORT FINAL"

As I approached Sarasota Airport on the downwind there was a Cessna 172 ahead of me who asked the tower clearance for landing.

Tower: "State your intentions."

The pilot said that he planned to have dinner with his brother-in-law that evening.

Tower: "Roger, cleared to land."

Editors Note. I've stopped the elaborate Blue or for you Architects, Cyan, color backgrounds on the Newsletters. It looks great but printing it out uses a lot of blue ink, which costs \$31 for just the blue excuse me cyan cartridge. HP has taken a page out of Gillette's pricing guidelines, price the razors cheap but stick it to the customer for the razor blades.

EAA Chapter 790 Membership Form - 2017-2018 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

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