



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	
MCW	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

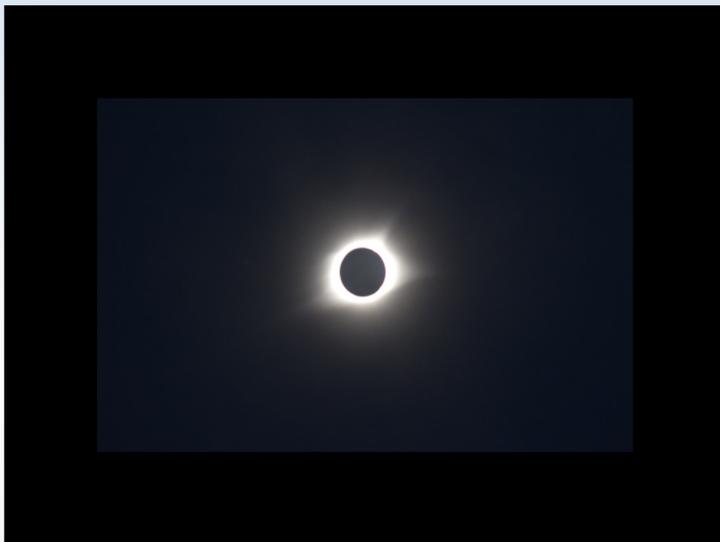


EAA Chapter 790

Lake in the Hills, IL

790.eaachapter.org

August fly Out to Carbondale, IL



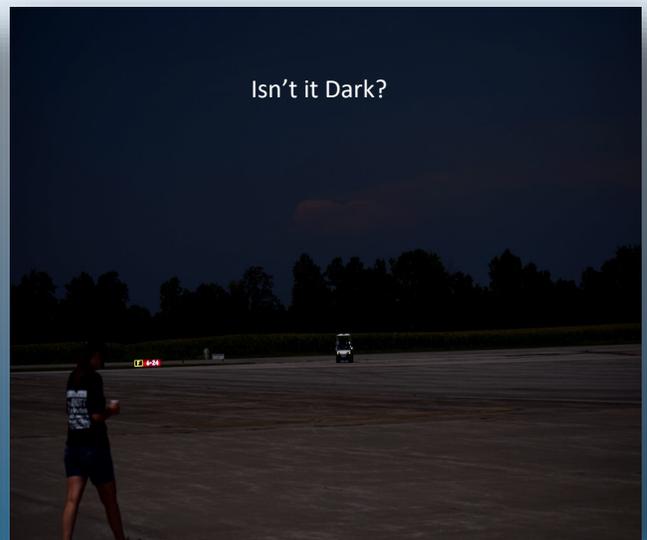
Paul Ranieri took these pictures while visiting his Alma Mater in Carbondale. Brad DeLisle, his dad Mike and a neighbor flew down.



In This Issue

- * Young Eagles Sat. Sept 2nd LITH
- * Board Mtg Tues Sept 5, 6:30 LITH
- * August Fly Out
- * September Fly Out
- * Aviation Explorers Post Leaders Needed
- * Ole's Challenge
- * Meet our Members
- * August Chapter Meeting
- * Lancair for Sale

Isn't it Dark?



SEPTEMBER FLY OUT

Saturday Sept 16th

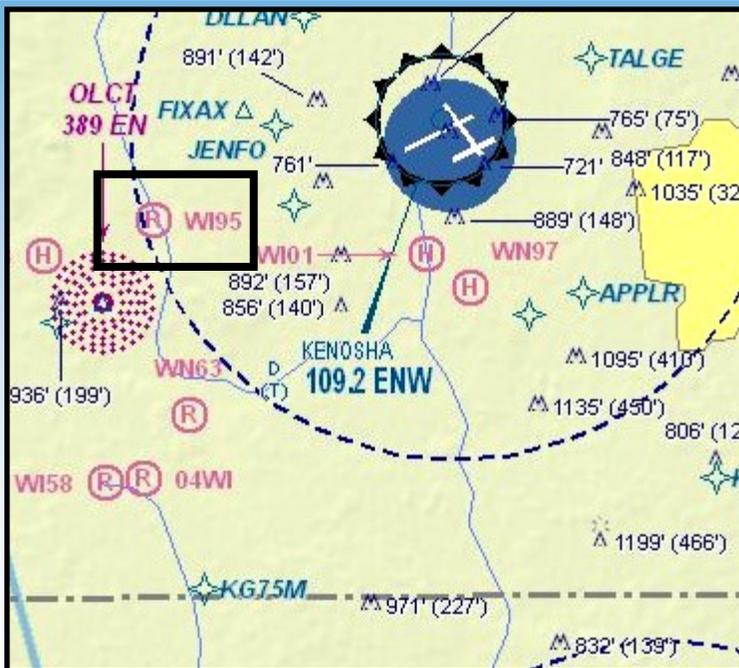
Chuck Binzel informed me yesterday that he would be happy to host the 9/16 fly-out at his private airstrip/residence a 2000 ft Turf N/S runway. We will meet between 11:30 and 12:00 and the Chapter will supply the food and drinks .

Chucks Airport WI95 is located at the west end of Kenosha airspace. Contact Kenosha tower and inform them your location and you will be landing at WI95.

Kenosha Tower Freq. is 118.6, ATIS 127.75

Bring a folding chair and lots of stories.

Contact Paul Ranieri or Ole Sindberg for travel arrangements., flying or driving



Boys Scout Aviation Explorer Post

Three or more volunteer Post leaders are needed in order to establish an Aviation Explorer Post affiliated with Chapter 790. Meetings time, date, frequency and agenda are solely up to the Post Leaders. Entry costs for the leaders will be paid by the Chapter. Insurance is covered under the BSA policy. The purpose is to inform and promote careers in aviation. If interested or would like more information contact Paul Ranieri at "P.ranieri@comcast.net" or Tom Solar at "tomsolar@sbcglobal.net"



Aviation Challenges

by Ole Sindberg

Challenge #4

This challenge is primarily aimed at pilots who know a thing or two about instrument flying.

The following actually happened to me many years ago while flying as co-pilot on B-727's, but it could just as well have happened while in a light airplane on instruments.

We were going to some place in Michigan, I think it was Grand Rapids, but I am not certain. Weather was solid IMC with low ceiling but otherwise OK. It was the captain's leg, and the auto-pilot was on and flying the airplane. We were being vectored for an ILS approach, however, descent clearances were issued late, and as a result we were high on the approach – actually about twice as high as we would have liked to be. We were still a couple of miles from the Outer Marker – coming down fast (like a suitcase full of sash weights) – aiming to intercept the glideslope from above, when all of sudden the glideslope moved rapidly towards center - the captain's and my glideslope indications were identical. The autopilot was armed for the ILS, and in the next maybe 20 seconds the airplane was subjected to severe oscillations in pitch as the AP attempted to maintain the glideslope. It was not working, the glideslope indications did not make sense, and it did not take long for the captain to disconnect the AP and execute a go-around.

Another approach followed; this time everything worked as intended, the descent clearances was timely and we were at the proper altitude at the Outer Marker, and the rest was routine with a normal landing.

So here is the challenge: What really happened – what was the reason for these severe oscillations on what should have been a routine auto-pilot coupled ILS approach?

As before please send your response to Ole at oleeva@sbcglobal.net. First correct responder will get a ride in my airplane or free beer after the next meeting where we both attend.

And then we have the previous puzzle – Challenge no. 3.

John Kinyon won that one. The answer is that the pilot was the culprit.

In my attempt to avoid the other aircraft the bank angle was much too steep and actually put us close to being inverted. I had no outside references other than the lights from the other airplane, and I did not look at the instruments during the maneuver. When I went back to the instruments, leveling the wings put us inverted, and pulling back on the yoke put us in a steep dive resulting in an ever increasing airspeed until I eventually figured out that we were inverted. Then it was just a matter of rolling right side up and pulling out of the dive.

The lessons learned are several:

Do not attempt to maneuver visually if the visual references are inadequate.

The attitude indicator is a great instrument, it provides a lot of information: Don't ignore its most important feature – the one that shows whether you are right side up or inverted.

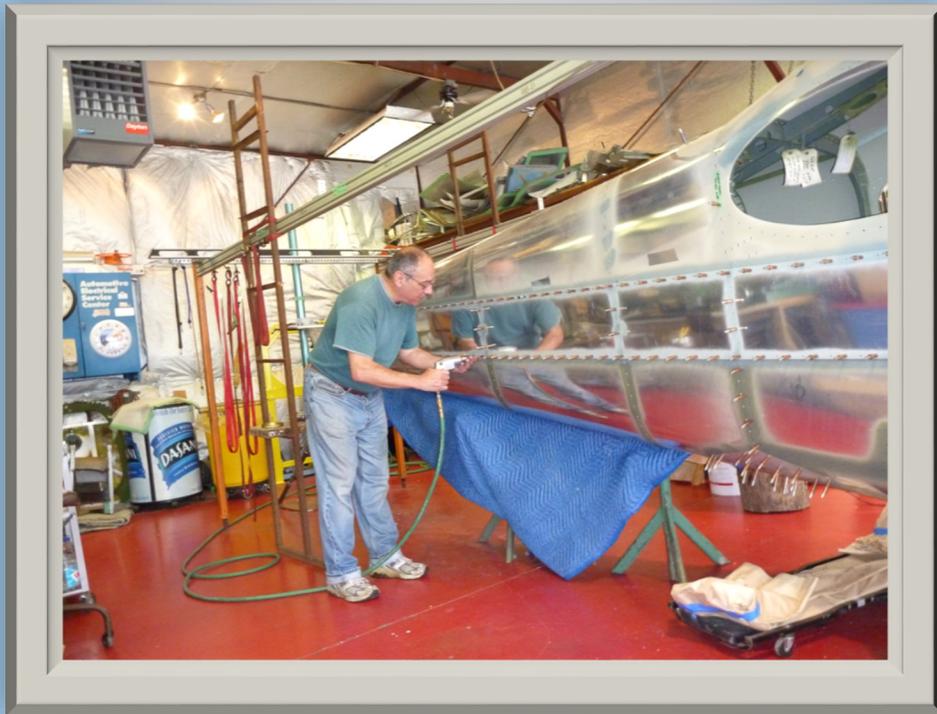
There were other indications which should have told me that we were inverted; the increasing airspeed even with the throttles closed and the speed brakes out, should have told me so much sooner. The visually powerful attitude indicator was the one I focused on – I will not make the same mistake ever again.

Keep the blue side up

Ole

Meet our Chapter Members

John Kinyon



John was fascinated with airplanes since he was a small boy. He had a model Gee Bee and recalls seeing skywriting and glider operations as a child. He recalls lying in the yard watching airliners pass over the family home, near the initial approach fix for O'Hare runway 14R, wishing he was flying instead of simply avoiding doing homework. A visit to the National Air and Space Museum, and a showing of the IMAX film "To Fly", sealed the deal. He wanted to fly low and slow over the autumn countryside, just like in the movie.

In 1982, a friend ask if he'd ever heard of ultralights. That resulted in a partnership in a Pterodactyl kit, several years of tentative flight, and joining EAA. Three years later he decided to get licensed. John's father Jack was an Air Transport Command Loadmaster in WWII and had soloed in a cub in the 1940s. Together they went through ground school and flight instruction at Schaumburg and earned their private certificates. Two years later, in 1987, they earned their seaplane ratings - something that Jack had always wanted to do.

John flew Piper Warriors and Archers, Cessna 172s, and a few others during his 36-year career as a computer engineer, IT manager, and information privacy and security specialist. His most memorable flight was in EAA's Aluminum Overcast B-17 - including 10 minutes in the left seat! It brought the movie and TV series "Twelve O'clock High" to life. Second to that was a flight as Loadmaster on a C-54 (the same type that Jack was on in WWII) with Jack in 2014.

John is a partner in a 1949 Cessna 170A with fellow chapter members David Morrow (CFI) and Robert Skalany (A&P). He assures everyone that the annual they started in 2006 will be done on Tuesday.

August Chapter Meeting



CERTIFICATION – GLIDER CATEGORY	
Age Requirements	Flight Experience
14 - Solo	Initial Rating
16 - Private	10 hours Total Time
18 - Commercial/CFIG	20 flights (3 practical test prepar
Medical Certificate	2 hours solo
None	10 launches/landings



John DeRosa of Sky Soaring in Huntly brought his Glider “OHM” with trailer for Chapter Member viewing. Greg Palmer and Geoff Weck Region 7 Director assisted John in the presentation of Glider information and soaring. Winch launching is common in Europe and a new dual drum winch has been delivered for Sky Soaring. The cost is considerably less than plane launching. The annual “Condition Inspection” on their gliders averages about \$75, owner assisted. Gliders have a soaring ratio anywhere from 28:1 to 60:1. Motorized gliders as well as electric motorized gliders are available for extending range or for self-launching. John stated electric motorized gliders are a lot less complicated to start than gas pow-

ered when one needs to extend the glide for landing. A simple on/off switch starts the engine. Used gliders are very inexpensive and it was reported they can be obtained from \$10K and up. Thanks to John, Greg and Geoff for taking their time preparing this presentation. For further information on soaring contact:

John DeRosa john@derosaweb.com, Greg Palmer gregbpalmer@comcast.net or Geogg Weck geoff-weck@gmail.com

Write Up by
Tom Solar

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 •



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

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