



January 2016

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January							<u>Next Events</u>		February						
S	M	T	W	T	F	S	<u>JANUARY</u>	<u>FEBRUARY</u>	S	M	T	W	T	F	S
					1	2	14 Chapter meeting	11 Chapter meeting		1	2	3	4	5	6
3	4	5	6	7	8	9	21 Board meeting	18 Board meeting	7	8	9	10	11	12	13
10	11	12	13	14	15	16			14	15	16	17	18	19	20
17	18	19	20	21	22	23			21	22	23	24	25	26	27
24	25	26	27	28	29	30			28	29					
31															

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From the Pres

Happy New Year to all of you!

For those few of you who may have lost touch or not checked the newsletters lately, Jim Hull has retired from the position of President of EAA 414. I would like to start by thanking him for his 11 years of service. Dave McCormick has also retired as vice president after 10 years and likewise I would like to thank him for all the time and effort he has put in to helping the chapter run. Most things have run smoothly for the last

few years due in no small part to the efforts of these 2 individuals.

The past election brought more of a game of musical chairs rather than wholesale turnover. Mike Fazio has moved from secretary to VP. I have moved from Young Eagles Coordinator to President. Dave Smith remains as Treasurer. I would like to welcome our new Secretary – Sam Battaglia, Newsletter Editor – Bill Costello and new Membership Chairman – John Cecelia. Jim will remain on the board as “Past President”.

We have an exciting year coming up. As I write this, the F-111 is being unloaded at Waukegan. By the January meeting we will have a slightly better idea of what it will take to turn it into a suitable memorial to our veterans and what our roll in that transformation will be. The January meeting will also feature a presentation by a former F-111 pilot. In September we will have Wings Over Waukegan where the long awaited “Welcome to Aviation” display will make its first appearance. In between there is Oshkosh!

That leads me to the spaces in between those events. In the next few weeks you will be getting an online survey in your email. It will feature some interests and activities and will ask you to rank them so that we can get an idea of what kinds of things you would like to see. It also is going to ask what you would be willing to volunteer to help with. You can help the board by promptly completing it.

In the next few months the board will be aiming to decentralize the work needed to run the chapter. This is a necessity on our part. We have always had a ton of help on the day of an activity. But we are going to need more behind the scenes help to organize and pull off some of the chapter

activities. Some of these jobs are relatively large like Young Eagles Chairman. Some are going to be relatively small like taking over one of the Hot Dog Socials. Nobody will have to do it alone or re-invent the wheel but if we are to continue at our current level of activities, we need to fill many of the open spots that Jim and other board members filled as we lost committee chairs for one reason or another over time.

Many of these jobs can be broken down and run by small committees of two or three. High on my list is a Young Eagles Chairman and if possible a Social Chairman. It may need to be a Young Eagles Committee and Social Committee. In the case of the Young Eagles Program I can personally vouch that many of the kinks have been worked out and I and my family as well as the other volunteers plan to stay on with the program.

Lastly, if you have any thoughts or ideas, please feel free to email me: daniel@windline.net

I look forward to seeing you at the next meeting.

Daniel Feldman

Thoughts from Jim Hull

As my term as your President expires, I have been asked to reflect on the Chapter events over the past years. The Chapter has always been active on many fronts since its inception in 1972. The last 15 years have seen an increase in activities, as we have participated in EAA programs and come up with our own. We have never been a mega-chapter, as membership has fluctuated between 25 -55 members over the years, but we have accomplished a lot.

Our Young Eagles program has always been strong. From flying Young Eagles at Meigs Field in Chicago in the 90's to organizing our own local events, we have embraced this great program. There have been years where we had rallies every month during the summer and fall, flying as many as 180 Young Eagles in a day. As the program matured, we added ground pre-flight instruction to increase the educational value of the program. Online registration has been added, and the "behind the registration deck" workload has been streamlined. Great job to all over the years!

Hands-on activities have always been a major part of the chapter: building picnic tables for Camp Lake Airport (that are still in great shape after 15 years of outside use); replacing trim and signage on the north hangars; "road trip" hangar tours to visit member's projects; factory tours such as American Champion, WAG Aero, and Delta Hawk; EAA Workparty Weekends. We have been active.

Our Technical Counselors have been invaluable in providing tips and techniques, as well as advising our members on their projects. We have also heard notable speakers at our meetings, including Paul Poberezny, Norm Peterson, pilot/weatherman Jim Tilman, Co-pilot Fred Olivi (Bockscar at Nagasaki), Steve & Jim Hay (Wright Brother Flyer engine parts machinists), and many others.

Promotion of the chapter has included participation in parades (with airplanes) in Libertyville and Waukegan. We have also participated in the Waukegan Airport air show and open house events with information and Young Eagle flights. We've conducted Fly-Ins at Camp Lake. Additionally, programs with local schools and youth programs have sparked interest in younger members of our community.

But the biggest take-away from my years in office is the friendships created by the organization. Past members are now spread across the country, and new friendships are made monthly. We all have a common interest in some facet of aviation and a desire to participate in a like-minded and supportive community. It is truly the people you meet who make this organization great. If there is any advice to be given to the incoming Chapter leadership, it would be to make it the goals of the chapter to be informative, helpful, and, most of all, FUN!

Newsletter Submissions

As your Newsletter editor, my goal is to function more as an editor and less as a writer/creator. So, in line with what Dan Feldman expressed above about decentralization, I am requesting that you very seriously consider submitting your thoughts and ideas for inclusion in our newsletter. Submissions don't need to be a big deal, just something that you may have experienced yourself or have seen in a book, magazine, or article that you think might be of interest to some of our members.

When I was a youngster about 100 years ago, we had a saying that makers-uppers had to go first. Therefore, I have recently re-read parts of the classic aviation book, "Stick and Rudder." I offer some thoughts about this great book and a quote from it for your consideration:

Stick and Rudder An Explanation of the Art of Flying By Wolfgang Langewiesche

I think this book is a must-read for everyone who flies a plane. Since it is such a classic, perhaps you have read it. But perhaps not recently. Although written in 1944 and using some different terms than we are used to, it still gives such great ideas on what you are really doing when you fly a plane. Langewiesche begins Chapter 9, which he titles, "The Flippers and the Throttle", with the following:

(Begin quote.) "You know how the controls are labeled on an alarm clock or on a kitchen stove. There are arrows marked 'on' and 'off,' 'slow' or 'fast,' 'hot' or 'cold,' telling the customer exactly which way to move what control in order to get what result. Well – here is an idea for one of those unflyable days at the airport; how would you label an airplane's elevator and throttle?"

Your kid brother, knowing what every boy knows about flying, will tell you this one is easy. He will label the throttle 'fast' and 'slow.' Does not the throttle do to the airplane's

motor exactly what the gas does to an automobile motor? And he will label the stick 'up' and 'down.' Does not pulling back on the stick make the airplane go up? It is only common sense.

THE ELEVATOR DOESN'T ELEVATE

Unfortunately, though, the present conventional airplane is not a common-sense contraption; and this labeling of its controls is wrong. It is wrong not only 'in theory'; it is wrong in practice. It is dead wrong; if you really did try to use the controls that way, you would kill yourself." (End quote.)

Langewieshe goes on to a discussion of throttle versus elevator in such great everyday language and gives you some things you can try at altitude. You might well have thought these concepts through, but he provides a great way to bring them clearly into focus again. It just might save your hide. You can probably find "Stick and Rudder" at your library. Amazon has it new for \$15.43 or used for \$3.33 plus S&H.

F-111 Aardvark

You have most likely read Jim's many emails and Dan's reference above to the F-111 Aardvark which has been moved from the Rantoul Air Force Museum with funds provided by the Waukegan Port Authority and others. This aircraft has been delivered in disassembled form to a hangar at the Waukegan Airport. Although the loan of the aircraft is under the auspices of the Waukegan Port Authority, a number of the Chapter 414 members have been and will be volunteering their time and talents to prepare this aircraft for a magnificent display at the airport.

There is a likelihood that you will be able to observe this aircraft right after the January Chapter meeting on the 14th. Bring your cameras for this great opportunity.

From the Internet:



Introduced: July 18, 1967

Retired: 1998

Weight: 47,180 lbs

Wingspan: 32'

Length: 73'

Manufacturer: General Dynamics

Engine types: Pratt & Whitney TF30, Turbofan

Packing cutting-edge technologies and pioneering design elements, the General Dynamics F-111 "Aardvark" was among the most ambitious aviation programs of its era. Even the plane's humble ejection system sported a design more at home in a NASA spacecraft than a USAF aircraft. The F-111 played a variety of roles during its 30 years of service. Built primarily as a medium-range, all-weather interdicator and tactical strike aircraft, the Aardvark also acted as a strategic bomber, performed ISR missions and functioned as an Electronic Warfare platform.

December 2015 Chapter Meeting Minutes

EAA Chapter 414 Meeting

Dec 12, 2015

Warbird Heritage Foundation

39 members and guests in attendance

The EAA 414/217 Chapter held its annual Holiday Dinner at the WHF on Dec. 12, 2015. We had 39 members and guests in attendance.

Doors opened at 5:00 for an hour and half of socializing. Dinner was served at 6:30p – pot luck style.

Following the meal Jim Hull, President of the chapter, made the following announcements:

- Awarded the current Board of Directors service awards and service medals.
 - Jim Hull – President
 - Dave McCormick – Vice President
 - Dave Smith – Treasurer
 - Michael Fazio – Secretary
 - Dan Feldman – Young Eagle Chairperson
 - Dale Severs – EAA Technical Counselor
- Jim invited Tim Stearns, EAA Chapter 217 President, to present service awards for the 217 chapter.
- Jim recognized the current Board of Directors for their service through the year as well as all the other volunteers who make our events a success.
- Jim announced the results of Board of Directors election held in November 2015. Positions for the directors commence January 1, 2016 for 2 year terms.
 - Dan Feldman – President
 - Michael Fazio – Vice President
 - Dave Smith – Treasurer
 - Sam Battaglia – Secretary
 - John Cecilia – Membership chairperson (appointed position)
- Dan Feldman congratulated Jim Hull on his past leadership of the chapter for over 11 years.
- Dan Feldman spoke to the member regarding the Young Eagle Chair position he will be vacating as he transitions to the position of President. The YE chair position has not been filled as of this date.
- Jim Hull briefed the members and guests on the current status of the F111 Aardvark project. The aircraft is scheduled to be moved from Chanute Museum to the Waukegan airport the week of

12/14/15 if there are not any delays. As the project gets more exposure through the media we are finding many more interested parties in the aircraft due to their involvement with the aircraft in the past. It appears that the chapter will have a wealth of experience to rely on to complete the reassembly of the aircraft.

- The meeting was concluded with the annual “Goofy Gift Exchange”. Much fun was had by all.
- The meeting concluded with the 50/50 Raffle. The winner won \$83 and the chapter took home \$83.

Dave Smith, Chapter Treasurer, collected annual dues from the membership during the chapter meeting. Approximately half of the membership have paid their 2016 dues. Dave also submitted the following chapter financial statement as of (12/14/15):

COD: \$2572.83
Checking: \$2944.32
Petty Cash: \$79.00
Liabilities: \$0
Total: \$5596.15

Meeting adjourned 9:00p

Respectfully submitted,
Michael Fazio
EAA 414 Chapter Secretary

EAA Webinars

Sit back in your favorite chair, log into the EAA website, and enjoy a discussion on a topic of interest! The EAA webinars are presented by flight instructors, mechanics, manufacturers, and others knowledgeable in the subject matter. These live multimedia presentations are informative and interactive, allowing the presenter to use slides and audio, while audience members can ask questions, chat, or be polled for their opinion.

For more information on these and future EAA webinars visit the EAA website. Then click on Education & Resources and then on Webinars for descriptions and schedule.

1/6/16 8 p.m. CST
Causes of Maintenance Errors
Qualifies for FAA Wings and AMT credit
Mike Busch

1/13/16 7 p.m. CST
Navigating the FAA IACRA Website
Qualifies for FAA Wings
Prof. H. Paul Shuch

1/20/16 7 p.m. CST
The Apollo 13 Mission to the Moon
Chris Henry

1/27/16 7 p.m. CST
Synergy Aircraft Overview
John McGinnis

2/3/16 8 p.m. CST
The (Lost) Art of Repair
Mike Busch

2/17/16 7 p.m. CST
Powered Parachutes, the Ultimate Low and Slow Ride
Roy Beisswenger

2/24/16 7 p.m. CST
When Prop Balancing Isn't Enough:
Troubleshooting Complex Vibrations
Matthew Dock

Aviation Expo 2016

IFR/VFR Safety Seminar
Flying Companion and Aspiring Pilot Classes
Annual Aviation Education Day

IFR
Charts and Procedures
Spatial Disorientation
ARTCC Operations Review

VFR
Class B Airspace
Crosswind Landings
Aviation Weather Review

When: Saturday, Jan 30, 2016; 8:30AM – 3:30PM
Where: Itasca Holiday Inn, 860 W Irving Park Rd, Itasca

Minimalist Homebuilt

Chamonix Wingsuit Flight

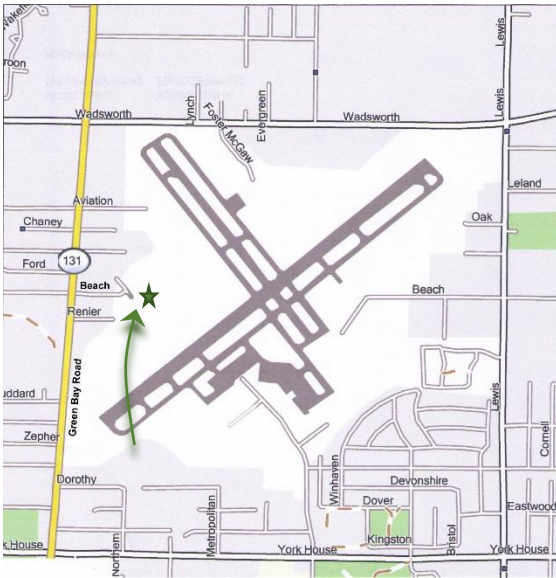
Wingsuit flyer Brandon Mikesell shows us how to live life in the extreme as he soars down Le Brévent and takes the line less traveled as he avoids hitting the rocks and trees.



<http://biggeekdad.com/2015/11/chamonix-wingsuit-flight/>

EAA Chapter 414 Meeting Place

WARBIRD HERITAGE FOUNDATION
3000 CORPORATE DRIVE



Chapter meetings are held at the Warbird Heritage Foundation on the second Thursday of the month. Meetings start at 7:00 PM. We are located on the west side of Waukegan airport. *Do not take Lewis Avenue to Beach Road, as Beach is interrupted by runways.* To get to us, take Green Bay Road to Beach Road. Then take Beach Road east, through the security gate, where Beach becomes Corporate Drive.

Once past the gate, the Warbird Heritage Foundation is in the last building on the right (closest to the runway). Gate opens about 15 minutes prior to the meeting.

For information on the Warbird Heritage Foundation, go to WarbirdHeritageFoundation.org.

Chapter Contacts

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** Chapter Board