



December
2017

www.414.eaachapter.org

December							Upcoming Chapter Events		January						
S	M	T	W	T	F	S			S	M	T	W	T	F	S
26	27	28	29	30	1	2	9 Holiday Party!		31	1	2	3	4	5	6
3	4	5	6	7	8	9	21 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	30	31	1	2	3
31	1	2	3	4	5	6			4	5	6	7	8	9	10

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From the Pres...

HOLIDAY PARTY! Saturday December 9th, at Dave Smith's hangar, Kenosha Airport. 4 pm. \$12 per person. Please consider bringing an unwrapped new toy for our Toys For Tots drive

I would like to take a minute to wish you all a happy holiday season and best wishes for the New Year.

As I write this the first real cold snap is bearing down on the Midwest. As great as cold weather flying is with extra lift and the hamsters turning out their full power, it also means prolonged periods of un-flyable weather. And frankly even in some flyable weather it is hard to get motivated to get out in the coldest days of winter. This lack of flying time means that inevitably there will be some deterioration of skills.

And so I would like to offer up a couple of suggestions to help you minimize the inevitable entropy.

1. If you have a home flight simulator, download a plane similar to the one you fly normally and use it once a week. It doesn't need to be fancy. A copy of MS flight sim and a joystick will do it. Fly it regularly and do so with a copy of the check list you normally use and a picture of the cockpit you fly at hand. Run through all the same procedures you use in the cockpit even if you have to reach for phantom switches.
2. Chair flying is a highly underrated way of keeping your mind in the game. All you need is a check list, picture of the cockpit and some time. Sit down and in your head run through everything you do from the time you open the hangar until you close the hangar.

You can use the list and cockpit photo to help you stay on track. The more detailed this process the better. With a little practice you can run an entire two hour flight in 20 minutes and in great detail.

Neither of these will replace flying time, but it will help keep your head in the game which will help slow down the accumulation of rust.

Election and 2018 Dues

Dues are due! If you haven't already, please send your 2018 dues to member coordinator John Cecilia, EAA 414 Membership Chair, 13314 W. Heiden Circle, Lake Bluff, IL 60044.

Also, there is a ballot attached to this newsletter at the very end, containing nominations for offices plus blanks for any write-ins. If you subscribe to the Google group, you'll find it there as well. Any member in good standing can vote, so please do! Please send your ballot ASAP to John.

Nieuport Update



L to R: Mike Racette, John Cecilia, N28 w/prop in place (not permanent), Bob Hamilton. Work continues on sheet metal, engine accessories/piping/wiring, beginnings of primer/painting/finishing, cockpit.

Colorado or Bust

This contribution comes from Steve Ulrey. If you've had an aviation adventure you'd like to share, please send it! We'd love to include it in the newsletter.

My good friend Bob (Jake) Jacobsen and his wife have a nice condo at Snowmass CO and he invited a few of his friends to fly out there with him. September 22nd, Bob Jacobsen, Jim Holbrook, Ed Willgress, Mike Racette, and Steve Ulrey launched in two airplanes from Waukegan. The flight plan was Waukegan to Scottsbluff, NE (700 nm) on day 1 and Scottsbluff to Rifle, CO (318 nm) on day 2. A morning departure from Scottsbluff would give us smoother, cooler air for the mountain phase. The airplanes were Jake's Mooney M20J and my Cessna 182, both IFR capable.

Day 1: We left our departure date open and stayed ready to depart when the weather window was optimal. Sept 22 we got a break in the weather. At our 1 pm departure, the weather for day 2 looked probably OK, but naturally the forecast for day 2 was a little less specific. We refueled around the midpoint at Wayne NE, ate a quick sandwich, and pressed on. At Scottsbluff, elevation 3967, the Mooney landed before we did — a word of caution: don't enrich your fuel mixture & retard your throttle after landing. Some engines don't like that combination and sometimes refuse to run. That happened to the Mooney on the runway in the dead of night. Adding insult to injury, the runway lights went off and refused to turn back on. As the 182 circled to land the Mooney crew struggled to remove their aircraft from the runway. The 182 chose another runway and followed the rabbit to a safe landing. Moral of the story, think of fuel mixture settings at higher elevations and plan for the unexpected—especially at night. The last 1.5 hr was after dark, but so far, so good, we were in Scottsbluff after a 7 hr flight (headwinds).

Day 2: Saturday morning dawned cold with fog, drizzle, and IFR conditions. We went back to the airport expecting that we could figure out a way to fly on when the weather cleared up a little. It didn't. IFR ceilings, visibility, and freezing temperatures in the clouds all conspired to keep us grounded. In fact, the weather was so bad that by late afternoon the airport manager said,

“Heck, take the courtesy car; no one else will be arriving to use it.” So we booked another night’s motel, (5 rooms), explored the Scottsbluff National Monument (very interesting, but that’s another story), drove around Scottsbluff, enjoyed dinner, and called it a day.

Day 3: Sunday morning was still foggy and cold, but I was hopeful about the forecast. After noon the ceilings improved to VFR and the cloud layer became broken, higher, and apparently dissipating enroute. Our optimal altitude was 10,500 ft for terrain clearance but we still needed to stay below the icy clouds. We could handle some cloud cover westbound across high desert in southern WY but needed to find good VFR when we turned south toward Rifle. We launched IFR, planning to cancel and proceed VFR once we were past the clouds in southern WY. ‘Plan B’ was to return to Scottsbluff if we couldn’t find the needed VFR or if we picked up any ice. We climbed out through the clouds and reached clear air on top. OK so far. But then the clouds rose to meet us again. The Mooney was about 20 miles ahead when he reported ice. So, as agreed, we both made a 180 and returned to Scottsbluff for another night.

Day 4: The low weather had finally left the area and we proceeded to Rifle VFR. After following the airway at 10,500 ft west from Scottsbluff, we then turned south at the Cherokee VOR, avoiding terrain both visually and by a preplanned route and arrived Rifle in early afternoon. For mountainous terrain, we require solid VFR and 12,000 ft winds at less than 25 kts. Rifle is an easy airport: 5536 ft elevation, long runway, and located in a wide valley. We tied down, unloaded, cleaned up the airplanes, and climbed into our rental car. The drive to Snowmass through spectacular CO scenery was awesome.

Days 5-7: We enjoyed hiking some Colorado trails and found ourselves breathing hard quickly, due to the elevation. Snowmass village is about 8800 ft. On Wednesday we went to Maroon Belles, said to be the most photographed location in the US. We took the steep and rocky 4-mile hike up to Crater Lake and back. Breathtaking!

Other activities included a swim in the pool, trips to the hot tub, enjoying excellent restaurants, exploring nearby

Aspen, checking out the Aspen airport and the historic Hotel Jerome, and more mountain hiking. By day 7, we were breathing easier as we acclimated to the altitude.

Day 8: Sadly, it was time to go. We checked out, loaded up the car and headed to Rifle. But it was not to be. Weather ruled again. We found the mountain peaks around the airport poking into the icy clouds, which was unacceptable for VFR flight through mountainous terrain. IFR was also unacceptable since the minimum IFR altitude northbound was 12,400 ft (cockpit oxygen) and if caught in an icy cloud there might be no good way out. After about four hours of trying to make the weather better by staring at it, we finally gave up, made new arrangements for the condo and rental car, and drove back to Snowmass.

Day 9: We returned to Rifle, confirmed good weather, and departed. We left with half tanks for better climb performance and stopped for fuel as soon as we were out of the mountains, at Kimball, NE. Two more legs with modest tailwinds and a fuel/dinner stop in Wayne NE got us home the same day. It was a long day, 7.7 hr, but it is fun to see what can be done in a ‘little airplane.’

We have taken this trip several times before, but always had good weather at this time of year. Maybe we were a little overconfident that the WX would work out. Now our weather confidence is recalibrated. Next time we’ll make the go/no go weather decision more conservatively. We didn’t do anything dangerous, but the delays required multiple adjustments to lodging, car reservations, and personal schedules and I think we all feel that we have covered the tourist attractions of Scottsbluff thoroughly.

‘Tis the Season

NORAD Gears Up for Santa’s Christmas Eve Flight

For those with children or grandchildren, or for those young at heart, you might want to take advantage of the latest technology this Christmas to keep track of Santa.

NORAD's Santa-tracking website, www.noradsanta.org, launches Friday Dec 1 as the crew at Peterson Air Force Base near Colorado Springs, Colorado, gears up to follow the big man in a red suit on his big night.

NORAD claims its constellation of satellites use infra-red radar to track the heat signature from Rudolph's red nose. Location information is then shared with fighter pilots who often escort Santa's sleigh North American airspace. The Navy and Coast Guard patrol the waters below the flight path and hi-tech Santa Cameras mounted around the world capture photos of his journey. However, the FAA has not confirmed if Santa is ADS-B compliant or not at this time.

Air Force personnel have been tracking Santa since 1955 when a department store printed the wrong number in a newspaper ad for children to call to speak to Santa. Instead of ringing at the North Pole, the number printed in the paper rang the red phone in front of the crew commander on duty at the Continental Air Defense Command Operations Center. Colonel Harry Shoup was on duty that night and knew the red phone only rang when the Pentagon of the general was calling. Shoup picked up the phone and after a moment of silence heard a small voice ask, "Are you really Santa Claus?" Shoup played along. NORAD was formed in 1958 and has carried on the tradition since.

The website will features games, activities and a countdown to keep you entertained until Christmas Eve. Then, starting at 2:01 a.m. on Dec. 24, you can watch Santa prepare for his flight and follow Old Saint Nick as he traverses the world.

Starting at 6 a.m., you can call NORAD at 1-877-HI-NORAD or email noradtracksanta@outlook.com to ask where Santa is. There are NORAD Santa tracking apps available in the Apple and Google Play stores and Amazon's Alexa, Microsoft's Cortana and OnStar will tell users Santa's location.



EAA Webinars

Go to www.eaa.org and click on "Education & Resources", then "Webinars"

12/6/2017 8 pm CST

Grand Theft Propeller?

Speaker: Mike Busch

(Qualifies for FAA WINGS credit)

The IA declared the airplane's corroded propeller to be unairworthy to the point of being unrepairable. The owner agreed to replace the prop with a new one, but told the IA he wanted his old propeller back so he could sell it on eBay. The horrified IA was reluctant to give the corroded prop back to the owner; concerned it might wind up on another airplane and cause an accident. Can a mechanic hold an aircraft component — or an entire airplane — hostage like this? Mike Busch explores this question and offers some guidelines about owner and mechanic rights and responsibilities.

12/20/2017 7pm CST

The Experimental Experience: Building, Flying & Maintaining

Speaker: Dick Socash

Whether you are already flying, currently building, seriously considering, or just curious about building an experimental airplane, RV-7A builder Dick Socash answers many of the questions that come up. Including a collection of ideas, experiences, and considerations relating to building, flying, and maintaining an experimental airplane that come under the category of good things to know.

1/3/2018 8pm CST

Liticaphobia (fear of being sued)

Speaker: Mike Busch

(Qualifies for FAA WINGS credit)

The litigious nature of aviation has created a siege mentality on the part of many aircraft mechanics. Terrified of being sued, they often engage in "defensive maintenance" in which they do work far in excess of what is necessary to make the aircraft safe and legal, and are reluctant to admit making mistakes for fear of legal consequences. Mike Busch discusses the chilling effect this has on aviation maintenance, and explores the question of whether the actual risk of being sued matches the perception of risk that most mechanics have.

2/7/2018 8pm CST

What? No smoking gun?

Speaker: Mike Busch

(Qualifies for FAA WINGS credit)

It can be enormously frustrating for an aircraft owner when he puts his aircraft in the shop complaining of a significant malfunction, and subsequently has it returned to service with the malfunction seemingly in spontaneous and unexplained remission, and with no definitive diagnosis. Owners sometimes accuse their mechanics of failing to properly troubleshoot such problems and just being parts replacers. Mike Busch weighs in on this topic, offering opinions and war stories that you might find surprising.

Upcoming Aviation Events

Here is a brief list of events around our area coming up in the next month or so:

- | | |
|-------|-------------------------------------------------------------------------------------|
| 12/2 | EAA Christmas in the Air, EAA Museum, Wittman Rgnl (OSH) , 10:00 am – 4:00 pm |
| 12/6 | Meet the Controller, Wisconsin Aviation at Watertown Muni (RYV), 6:00 pm – 9:00 pm |
| 12/7 | Movie: The Red Baron, EAA Aviation Center at Wittman Rgnl (OSH), 6:30 pm |
| 12/8 | Wright Brothers Memorial Banquet, EAA Museum, Wittman Rgnl (OSH), 6:00 pm – 9:00 pm |
| 12/10 | 99s Pancake Breakfast, Watertown (RYV), 8:00 am – 12:00 pm |

Flying Funnies



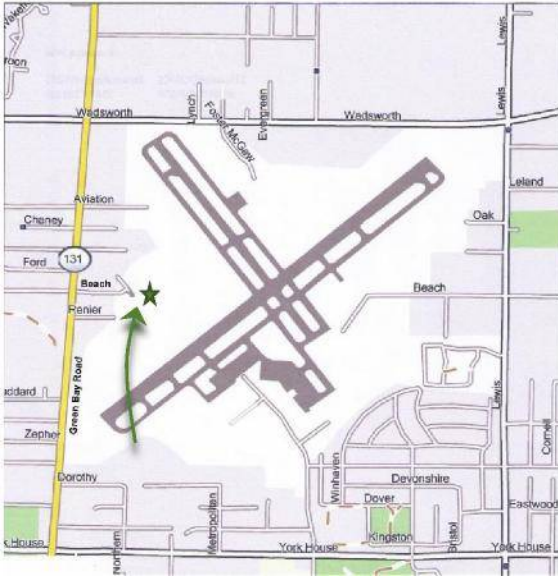
Do you have a cartoon, joke or piece of humor to share? We'd love to see your funny stuff. Send it to the [Newsletter editor](#) and it may appear next month.

Meeting Location

HOLIDAY PARTY / DECEMBER CLUB MEETING! Saturday December 9th, at Dave Smith's hangar, Kenosha Airport. 4 pm. \$12 per person. Please consider bringing an unwrapped new toy for our Toys For Tots drive

Chapter meetings and events aren't held on a rigorous schedule nor in the same place, so check the chapter calendar to see when and where the next one is scheduled. Our November meeting will coincide with the IMC Club meeting at Stick & Rudder. Otherwise, an oft used location for our meetings is the Warbird Heritage Foundation. WHF is located on the west side of Waukegan airport. *Do not take Lewis Avenue to Beach Road, as Beach is interrupted by runways.* 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, WHF 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 WHF, go to WarbirdHeritageFoundation.org.

WARBIRD HERITAGE FOUNDATION
3000 CORPORATE DRIVE



Chapter 414 Contacts

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EAA 414 Board of Directors Ballot
November 2017
For positions for the period from 2018 through 2019

Listed below are the elected positions for the Chapter's Board of Directors. Immediately following are the names of candidates for those positions as determined by the Chapter nominating committee.

Next to each name is a blank space, for any self-nominated or write-in candidates. Each name and each blank has a box in front of it. Check the box for your choice FOR EACH OFFICE. If you are writing in or self-nominating, make sure the name in the space is legible.

To vote, you must be a member in good standing. This is accomplished by being a current EAA member and making prompt payment of your 2018 chapter dues of \$24, accompanying your ballot.

To complete your ballot, print your name and your EAA member number in the spaces provided, and sign. Ballots will be counted at the December Chapter meeting/party. If you cannot attend and still wish to vote, print and send a copy by US Mail to the address below. All must be received by December 7th to be counted.

Office	Nominee	Write-in (optional)
President	<input type="checkbox"/> Dan Feldman	<input type="checkbox"/> _____
Vice President	<input type="checkbox"/> Mike Fazio	<input type="checkbox"/> _____
Secretary	<input type="checkbox"/> Jill Feldman	<input type="checkbox"/> _____
Treasurer	<input type="checkbox"/> Jeff Schreiber	<input type="checkbox"/> _____

Your name _____

EAA Member Number _____

Signature _____

Ballots may be available at the November meeting.

Send ballot and dues by mail to the following:

John Cecilia
13314 W. Heiden Circle
Lake Bluff, IL 60044