



EAA

Chapter 241

News Letter

www.eaa241.org/

Jan 2011

A publication by, for and about members of the Experimental Aircraft Association Chapter 241

Jan 2011 Meeting

The next general meeting of EAA Chapter 241 will be held at **6:30 PM** on **Monday, Jan 10, 2011** at **Corporate Hangar 2 at the DeKalb airport**. Directions are located later in the newsletter.

For this month's program **David Shelton** will lead a discussion (Motorcycle On Board) on his involvement in the development and certification of a belly pod for airplanes that hold a special street legal motorcycle thus allowing mobility once you land at an airport.

Ramblings from your Editor:

By Kevin Frank



Happy New Year!!! I hope all of you had a great holiday and spent some quality time with friends and family.

I want to apologize for the confusion regarding our meeting location. For the time being we will be meeting back at the Corporate Hangars until the Main FBO situation sorts itself out at which time we hope to continue meetings and activities there.

One good thing about winter is the great performance we get from our airplanes and engines....if they start!

Today was just too nice a day not to go flying so I headed out to the airport this morning with no particular place to go. My engine heater continues to work like a champ so in no time I was taxiing out to the runway, still with no idea where to go.

Just before takeoff I decide that I'm going to see how fast I can climb in this "thick air". I got into position on runway 2, announced my intentions of leaving the pattern to the north and firewalled it. Once rotated I trimmed for 110 mph and started my climb and boy did it climb!

With just me and about 40 gals of fuel onboard I was climbing at 2000 ft/min (I do love cold air). I continued my climb leaning as I went all the while maintaining 110 mph. By the time I crossed interstate 90, which is 25 miles north of the airport, I was passing through 12,000 feet and I was still climbing at well over 500 ft/min!

That's when I remembered that I had just gotten over a cold with one ear plugged. The decent wasn't as much fun.

Just after New Years, I went flying to satisfy my withdrawal symptoms (hadn't flown in about a month). Again, I had no particular place to go so I just flew around the area with a friend. Upon returning to the airport from the north I found that the active runway was 27 with two planes doing touch and goes.

I announce my intentions from 5 miles out and ultimately join the pattern on the Crosswind leg in between the Cherokee taking off and the Cessna on Downwind. Apparently, the Cherokee pilot was not happy with my entrance and asked, in a sarcastic manner, why I hadn't entered the pattern at the 45.

That got me thinking about pattern entry etiquette vs. tradition vs. regulation vs. safety vs. efficiency. Fortunately, the following day, I picked up my latest **AOPA Pilot** magazine and low and behold, there was a great article on the subject. I was vindicated!!! I contacted the editor and got permission to republish it so check it out later in the newsletter. It's great info for uncontrolled airports.

Finally, I want to remind everyone that **Chapter Dues** for 2011 are due. It is only \$20 and you can mail your check to Tom Burgan (Chapter Treasurer) at:

EAA Chapter 241 C/O Tom Burgan
40W879 S. Bridle Creek Dr.
St Charles, IL 60175

May you only experience strong tailwinds and I'll see you all on Monday night. ☺

Meeting Minutes:

By Rose Ellen May



The News Letter was published before the monthly Directors meeting took place so no minutes this time.

Meeting Program:

For the December program Tom Burgan lead a discussion on his involvement as an accident investigation volunteer with Delta Airlines. He presented a slide presentation that showed numerous photos of a crash site that was recreated from an actual crash site using the original remains. He then went though the

analysis and thought process that goes into trying to determine the cause of a crash.



As an added bonus, Rose Ellen brought some of her homemade Chili!!!!



Thanks for a great presentation....and chili!

Here is the schedule for future programs

- February** – Glenn Burger, Paul Taylor
- March** – Gene Ruder, Gerry Thornhill
- April** – Dwain Adkins, Kris Siuba
- May** – Wes Lundsberg, Eric Dienst
- June** –Mike Sabala, Tim Hunter
- July** – Dan Thurnau, Alan Abell
- Aug** – Jim Allen, Jim Auman
- Sept** – Dave Sniegocki, Rose May
- Oct** – Steve Doonan, Kevin Frank
- Nov** –Jack Bennett, Ned Richer
- Dec** – Tom Burgan, Dan Helsper

Calendar of Events:

- Feb 13 – Chapter 241 Monthly meeting
- Mar 13 – Chapter 241 Monthly meeting
- Mar 29 – Sun & Fun
- Apr 10 – Chapter 241 Monthly meeting
- May 8 – Chapter 241 Monthly meeting
- June 12 – Chapter 241 Monthly meeting
- July 10 – Chapter 241 Monthly meeting
- July 23 - Oshkosh

What is this?

Last month we asked the following question.

What value did a judge place on the 1903 Wright Flyer for purposes of probate after Orville's death?

No one ventured a guess so here is the answer:

The Dayton Judge said that NO value could be assigned to such an historic and worldly life changing item, so for the purpose of probate the Judge ruled that the Wright Flyer was worth 1 dollar!

This months **“What is this”** is seen below.

Can anyone identify this aircraft? Disregard the Conny tail in the background.



Email your answers to the Editor’s email address.

Letters to the Editor:

N/A



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Editors of other aviation publications are welcome to reprint articles from this newsletter. We do ask, however, that author and source be acknowledged.

Subscription to newsletter is a member benefit. Friends of EAA Chapter 241 who wish to be included in the mailing list can contact the Editor or any Chapter officer.

Visitors are always welcome at Chapter meetings.

Chapter Meeting Location:

Hangar Unit #3, Pleasant St. DeKalb, IL 60115.



Dogfight: Pattern Entry (reprinted with permission from AOPA)

"Any way you want?" vs. "A pox on 45-degree pattern entries"

By Thomas A. Horne and Dave Hirschman

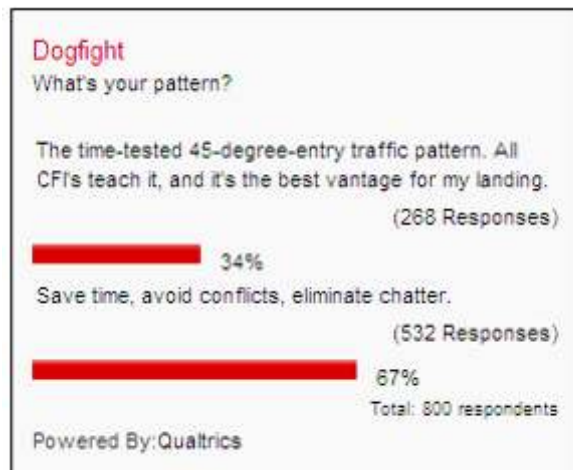
Editor at Large Tom Horne and Senior Editor Dave Hirschman have a lot of things in common: lots of ratings, lots of experience in lots of airplane models—and lots of opinions (and similar haircuts). We last turned them loose on the topic of crosswind landings (see "[Landing Insights](#)," August 2010 *AOPA Pilot*) and the response to two different schools of thought on a topic garnered some of our most interesting musings from a large number of readers. So with "Dogfight" premiering this month, we hope you'll enjoy these two takes on a topic—and let us know what you think, too. —Ed.

Any way you want?

A plea for pattern sanity



By Thomas A. Horne



Flight instructors teach standard, 45-degree-entry traffic patterns for a number of good reasons—all of them based on safety considerations. At nontowered airports, the idea is to enter the downwind leg of a traffic pattern at midfield, flying a heading that's 45 degrees to the runway centerline. This gives you an excellent vantage point from which to observe any other traffic in the immediate area.

From this perch you can see all arriving and departing traffic, plus any airplanes taxiing. You can even see any rogue pilot attempting to "split" the runway by flying overhead the airport and

directly turning downwind—and potentially cutting off any traffic that is already established in the pattern.

It's all about telling everyone where you are—something quite valuable in a nontowered setting.

Standard pattern practice is advisable for another reason. It gives pilots standardized checkpoints for making power and configuration changes—and making predictable radio calls. For example, you'd want to announce your position relative to the airport when, say, five or 10 miles out so as to give anybody in the pattern an idea that you're on the way—and to keep a lookout. Same thing with calls on downwind, base, and final. It's all about telling everyone where you are—something quite valuable in a nontowered setting.

Here's something else: It's what other pilots are expecting you to do. The vast majority of pilots are not expecting someone coming from the other side of the runway, and flying without the bother of announcing their position or intentions.



Sure, pilots flying standard patterns have plenty of lapses in their technique. Some fly too wide a pattern—the so-called “B-52” pattern. Some extend their downwind legs too far, which invites those behind them to turn base and final ahead of them. Some simply ignore standard pattern procedure and make straight-in approaches to the runway, or dispense with the downwind leg altogether and make an abrupt “base to final” radio call to speed their arrival over the numbers.

All of these common shortcomings, it must be said, also allow those making midfield entries to cut off, or descend into, those flying down final. Those who have the right of way.

Yes, you can fly a VFR pattern any way you want at a nontowered field. But barging into a busy airport by flying a nonstandard pattern isn't the

best of ideas.

E-mail the author at tom.home@aopa.org.



A pox on 45-degree pattern entries

Save time, avoid conflicts, eliminate chatter

By Dave Hirschman

When approaching nontowered airports to land, pilots ought to fly in a predictable, visible way that minimizes traffic conflicts and gets them safely on the runway in as little time as possible.

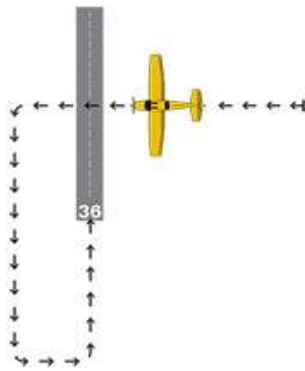
Sometimes, a 45-degree entry onto the downwind is the most expeditious method. Sometimes it's not. When it's not, abandoning the 45-degree entry is in everyone's best interest—even the self-appointed pattern sheriffs who get so unhinged about such things.

The reason for an abbreviated pattern isn't that the pilots who perform them are in a hurry, short of gas, or rude. Instead, getting on the ground quickly minimizes potential midair conflicts—and those unhappy encounters are largely a function of the time multiple aircraft are buzzing around together in the same airspace.

Sometimes abandoning the 45-degree entry is in everyone's best interest.

At my as-yet-nontowered home airport on Saturday afternoon, I sat in a lawn chair with a radio transceiver and observed a variety of pattern entries. First, a flight-school Cessna 172 crossed overhead at 2,500 feet agl heading east. In accordance with their habits and customs, the student pilot and instructor proceeded straight ahead for several miles, descended, maneuvered for a 45-degree pattern entry, flew a precise rectangular pattern, and landed on the southwest-facing runway.

Total elapsed time from crossing overhead the airport to touchdown was nine minutes 40 seconds and included eight radio transmissions (overhead the airport; maneuvering for the 45; entering the 45; on the 45; entering the downwind; mid-field downwind; base, and final). Soon after, a Bonanza arrived from the same direction, crossed overhead the airport at 1,000 feet agl, turned downwind, and landed. Total elapsed time from crossing overhead the airport to touchdown was one minute 50 seconds, and the pilot's thumb depressed the transmit button just four times (midfield crosswind; downwind; base, and final).



The Bonanza pilot's pattern entry procedure is time-honored, FAA-approved, and—most important—commonsensical. By arriving in a predictable location and shortening the amount of time spent maneuvering in busy airspace at low altitude, the Bonanza pilot was considerate to fellow fliers and noise-sensitive airport-area residents alike.

The student and instructor in the 172, while conscientiously adhering to the FAA's 45-degree pattern entry guidance, subjected themselves and fellow pilots to greater risk of midair conflicts and tied up an already busy CTAF with radio chatter.

When approaching nontowered airports from the "cold" side, a midfield crosswind is the most desirable pattern entry. A standard crosswind is second best, and flying upwind and then maneuvering for the 45 is a last resort.

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