



## Chapter 790 Technical Counselors and Flight Advisors

*Your resources for construction and questions*

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Jay Friddell/General – (847) 382-4180  
Herb Gottelt/General – (847)-439-3397  
Jim Jackson?Composites – (847) 949-2200  
Ron Liebmann/General – (847) 352-8282  
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Mike Perkins/Electric- (847) 788-1791  
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Jim Jackson – (847) 949-2200  
Ron Liebmann – (847) 352-8282  
Ole Sindberg – (847) 639-5408

## *From Ron . . . .*

Hello 790 Family . . . ., These days are sure fly'n by fast, aren't they. Seems like the annual banquet was just the other day and now the trees are pop'n their buds. The fish in our pond are looking for their first meal of the year and, well, it is springtime after all. Also time to start the annual on the Kitfox and I would guess quite a few other planes out there are coming due. We will be having an open house at Doug Raupps place in the near future. I think that we will discuss it at the meeting. We have more planes under construction within the chapter so we will be checking them out also this year.

For this months meeting we will have a presentation on modifications done to a Cherokee to greatly improve its performance or a DuPage tower controller will be here to talk about the airport and tower operations. So no matter which route we go, it will be a nice meeting. Think about bringing any aviation minded kids that might live in your neighborhood. We are always looking to introduce young ones to the world of flight.

Please always know that I am interested in your thoughts and ideas. Give me a call with whatever is on your mind and we'll chat for a while.

We have the work weekend coming fast so if you will be going up help out, sign the list at the meeting or give me a call and I'll sign you up. In past years we have a swell time getting things ready for AirVenture and the time spent together is an investment in our friendships. Also, bring me a count of how many "new EAA logo" shirts you still have to bring up to AirVenture. This year we will all have to be wearing the same shirts for uniformity. This count is important so help me out here.

O.K. That's it for now. Stay well and, you know, hug someone!

Ron

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# Ole's Safety Corner. . .

## Cockpit Safety

Contributed By: Don Alisi



A few years ago, Maureen and I were part of a group of Cessna 140 pilots that were landing at a small grass airstrip on top of Mt Rainel in West Virginia. There were about forty of us trying to land and there was little room for error. We had a slight disagreement (fight) about Maureen's landing and my insensitivity. When other couples landed we found out that we weren't the only ones with this problem.

In today's world, more women have taken up flying than ever before. Several have gone on to very successful flying careers. Others, I'm sure, do it just to torture their husbands. I bet that if they built airports next to shopping malls, there would be even more women pilots.

We men need to face facts. Women pilots are here to stay. And in reality I think it's a good thing. With this in mind I would like to give the men some advise for keeping your cockpit and marriage a happy place.

The best thing Maureen and I did when I got my pilot's license nine years ago was to get her checked out in the right seat. Most airplanes have two control yokes. If it makes you happy, Label them "His and Hers". Make sure that each of you has your own push to talk switch. Remember though that hers will always be the one that wears out quicker so make it extra durable.

Criticizing your wife's flying ability is like dancing naked with a porcupine. It must be done very, very carefully and not very often. Unless there is a chance of imminent danger (crashing), don't say a whole lot. A bounced landing is not the end of the world but it could be the cause of you sleeping on the couch. We did agree though that carefully worded advice is not grounds for divorce.

On really windy days we both have our hands on the controls. Since I can see the airspeed indicator better, I have the throttle and use it to adjust the approach speed. Maureen's main task is to make sure that we are not letting the tail

drift left or right. She also works the radio and keeps an eye out for traffic.

When flying, we have a simple rule. Who ever does not have the controls is responsible for navigation and all radio communication. This is Maureen's specialty because she has a very nice voice and is always telling me where to go.

Practice flying on instruments. Every time I fold a chart the windshield gets covered and causes us to be in serious IMC. Also make sure that your flight bag is accessible by the both of you. I have dislocated my shoulder trying to reach a flight bag that was behind the seat and no headset could drown out my scream. "Yeah. I was a "Green Beret."

Weight and balance. I do not know how to calculate weight and balance. That's her responsibility. She won't tell me her weight and I am smart enough not to ask. She will let me know if we have too much stuff.

Why do men like to go to Fly-In breakfast on Sundays? Because you can't get your wife to cook on Sunday. Ok. Bad joke. But if you want to drag your wife out of bed at "0" dark thirty, you better fly her somewhere nice. It should be a place that has no plastic knives or forks and a menu with that's not written out by hand.

These are my suggestions for flying happily with your wife. If you have any ideas, Please let me know. I will be on the couch...*Maureen gets her turn next month. ... ed.*

Don

## Very Important Dates

- 5/12 *Young Eagles* - LITH (3CK)
- 5/19 Fly-out to Michigan
- 6/01, 2 & 3 Work Weekend (OSH)
- 6/09 *Young Eagles* - LITH (3CK)
- 9/29 *Young Eagles* - Poplar Grove (C77)
- 6/17 (06C) Schaumburg Fly-In Breakfast
- 6/23 Picnic at Poplar Grove (C77)
- 8/05 Brunch - Lake Lawn Lodge
- 9/08 Picnic at Bill Rose's house
- 9/23 Schaumburg (06C) Fly-In Open House
- 10/20 *Young Eagles* - LITH (3CK)

**Attention: For the May 12<sup>th</sup> Young Eagles Day. Pyott Road will be closed to through traffic from Algonquin Road. You can ONLY get to Lake In The Hills Airport on Pyott Road from Crystal Lake.**

## Workshop Visit. . . . .

**Saturday, April 28<sup>th</sup>** at 1:30 PM is the workshop visit at the home of Doug Raupp. Doug is building a Lancair II and has invited all members of EAA Chapter 790 to come by and inspect his project. Doug reports that most major airframe components are completed and he is beginning to concentrate on systems. The power plant for Doug's Lancair is a Power Sport Rotary, with a 3 bladed MT3 propeller.

Doug's address is **1211 Surrey Ct. Algonquin**. From the intersection of Rt. 62 and Rt. 31 in Algonquin, proceed south on Rt. 31 to **Edgewood** (Wine and Roses Restaurant). **Turn Right** (west) on Edgewood and proceed to **Harper**. **Turn Right** on Harper (Gas Light Terrace" sub-division) and proceed about 100 feet and then **Turn Left on Zange** and proceed for about ½ block to **Surrey Lane**. **Turn Left** on Surrey Lane and proceed for approximately ½ mile and **Turn Right on Surrey Court**. Look for a Colonel House with a down driveway. You can call Doug at **(847) 658-4654**

## Julie 's Directorship Renewed

At the March 30<sup>th</sup> EAA Foundation Board meeting, Julie Savage's Directorship was renewed for a second year. Julie's energy and dedication are very much appreciated by the entire EAA Foundation Board. Julie is currently working on youth mentor programs.

## News From "Earl the Pearl" In Charlotte, NC..

*E-mail from: Earl Schmitke*

To Ron the Pres and a Super Swell Guy. Thanks for the e-mail. In replying it gives me an opportunity to tell you how much I miss the gang and how appreciative I am of receiving "Winds Aloft" each month. but, tell Jay to stop sending a piece of cake with my copy. The frosting makes the pages stick together.

Yes I have seen Dale (Ensing). We got together at one of the Charlotte chapter meetings. I am taking a German language course at the local community college and it clashes with the chapter monthly meeting so I have not attended recently. will correct that soon.

Earl

## 790 Northwoods Expatriate Report

*E-mail from Jon Cumpton (In Wisconsin)*

Dan Majka encouraged me to keep you updated on my aviation experiences, so please forward all your complaints to him about my writing. Shortly after I moved up here, the Chapter changed the out-of-state-dues policy from \$5.00 per year to full boat. Although I figured this was just a coincidence, I was somewhat disconsolate, especially since I discovered that even if I was one of the first to re-up, I was also ineligible to receive an EAA calendar.

However, I decided to console myself by fulfilling my dream of airplane ownership. Up here in Wisconsin, as in the rest of the world, it seems there are too few hangars and too many airplanes. Therefore, I decided to build a hangar first. Last August, I began the planning process. We started building the structure at New Richmond Airport early in March, after watching the delivery by semi of a pile of wood and steel. Just three weeks later, the structure pictured was the result. You will note in the picture that there is a crane holding up the door. This is not the result of failing to plan attachment to the building. Rather, I just happened to be lucky enough to have my camera ready as the crane positioned the door while it was attached.



It's a great building! 54 x 54 feet with a 50 x 16 foot hangar door. And in phase two, after the ground thaws (or perhaps *if* the ground thaws), it will be heated and insulated. Those features are important in these parts. It's almost the end of March and the forecast today was "Cool and Sunny", with a high of 30 and a low of 11. Nuff said. *(Continued on next page)*

### *Northwoods Expatriate (Continued)*

My hangar will also have – a bathroom! It may be the only bathroom on my end of the airport, so the hangar is likely to become a popular meeting place. But I figured my wife and mother-in-law will be happy that the facility is “decent”.

My new Champion is supposed to arrive at it’s new home around June 1<sup>st</sup>, when it’s new home should be done. In the next installment, I hope to relate to you the adventure of visiting the airplane factory!

Best wishes to all 790 members! Jon

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## *How Long Must You Wait? . . .*

So, you’ve been waiting since the February newsletter for the answers to Bob Kupon’s quiz? You say, “Enough is enough?” OK! You’ve done your penance so here are the answers to the quiz:

**MITCHEL, B-25; SUPERFORTRESS, B-29; INVADER, A-26; TIGERCAT, F-7F; SKYROCKET, XP-50; STUKA, JU-87**

**BLACKWIDOW, P-61; TROJAN, T-28; MARAUDER, B-26; THUNDERJET, F-84; SABRE, F-86; PHANTOM, F-4**

**PEACEMAKER, B-36; WARTHOG (Thunderbolt), A-10, DRAGONFLY, A-37; RAPTOR, F-22; AARDVARK, F-111; HUSTLER, B-58**

**STRATOTANKER, KC-135; GLOBEMASTER II, C-124; HURCULES, C-130; FULCRUM, MG-29; BLACKBIRD, SR-71**

**STAGGERWING, Beech 17; BONANZA, Model 35; TEXAN, AT-6; TWIN MUSTANG, F-82**

**Sorry I missed on the COMET. . .That’s a freeby..ME-163**

No quiz for this month but I thought you might enjoy reading: **“THE HAPPY BOTTOM RIDING CLUB: THE LIFE AND TIMES OF PANCHO BARNS”** by Lauren Kessler – Random House.

You already know some of Pancho Barns’ history if you saw the movie “The Right Stuff”, the TV movie “Pancho Barns”, or if you read “YEAGER” by Chuck Yeager. Her life is rich and fascinating and she is one of the great women in early aviation. (more suggestions next month).

Bob K upon

## *The Right Seat*

By: Glenda May



I had never even been in any kind of airplane until I was twenty-seven years old. The closest I had come to any kind of aircraft was at the yearly air show at the Navy base in my South Texas hometown. Then I was introduced to a dashing young Naval aviator from the cold and faraway plains of North Dakota. We were married in 1974, when he was about to be stationed on Whidbey Island in the state of Washington.

My first experience with noncommercial flying happened there, when we joined the station-flying club. We rented a Cessna 177 Cardinal RG for trips to visit his family, and I was assigned the job navigator. Still, Dean was quite surprised that I could actually read the charts.

One of my most memorable early experiences in flying was in 1976 involving a Lear Jet. At that time, Dean thought he was leaving the Navy. He decided to go down to Dallas to get a Lear Jet rating to become more marketable in the civilian world. While I was visiting for the weekend, he asked his instructors if it would be all right for me to ride along. The two very distinguished corporate pilot types said it would be fine as long as he thought I would not get airsick; or something to do with the million or so dollars worth of upholstery, I suppose. Being a veteran of at least five small airplane flights, I boldly announced that I never get sick in airplanes. So for awhile I enjoyed myself sitting in back, fantasizing that I was an important young executive riding in luxury. Then one of the instructors told Dean to practice "unusual attitudes". After about five minutes and several moments experiencing weightlessness, I began to unobtrusively look for the "fold toward you and close" bag, feeling quite mortified at the thought of losing my dignity in front of the distinguished corporate pilot types, and practicing all the deep breathing techniques I

*(Continued on next page)*

### ***Right Seat (Continued from page 5)***

had learned in Lamaze classes. I managed to reach the ground with my dignity intact but with my pride much humbled.

Of course, Dean dreamed of owning his own airplane since he was seventeen years old. In 1978 we managed to purchase an older model four-place Mooney, while Dean was again stationed in South Texas. Unfortunately, it suffered the same fate as Dean's two-seat Datsun 240Z, when the family grew too large to fit. The dream went on hold until 1994, when Dean purchased a Cessna 152. He reinstated his instructor's license with the justification that he would use it to teach our children to fly. Much to his disappointment, however, not one of the four had any desire to become pilots. One is a Disney puppeteer, one is a microbiologist, one plans medical career, and one is studying graphic communications. Therefore, the Cessna was sold and Dean began dreaming of building his own.

The Velocity kit arrived in April 1999. Since then, I always know where to find Dean when I come home from work. As the pieces begin to look more like an airplane, I become more excited about it. I am becoming eager to visit the places that it will take us when it is finished. I must confess that that it is a bit of a thrill in telling my earthbound coworkers that there is an airplane in my garage.

Glenda May

### **Coming Next Month.....**

Look for a terrific article by Lynette Banasack on *Hot Air Balloons!* The color photos were just too beautiful to print in black and white. They are true cover quality.

**Don't Forget Young Eagles Day at Lake in the Hills Airport on May 12<sup>th</sup>.** So what if you don't have a plane or a pilot's license. Come on out and we'll find something for you to do AND besides, **we always have fun!**

**May 19<sup>th</sup>, there is a Chapter 790 Fly-Out to Holland, Michigan to see the Tulips.** Bring your camera! Do you have an empty seat or two in your plane? I'm sure we have some members who would love to hitch a ride.

### ***Letter from Crissy. . .***

Hi! I'm home! The newsletter looks pretty good! I had a great time in Reno, we got back late last night. Katie ended up coming with me and they helped pay for her tickets to the conference. we got there around 2:30 on Thursday (we had a delay at San Francisco) and because the hotel spelled our name wrong and it took about 20 minutes to find what it was under, they upgraded us to a nicer room! Katie and I put our stuff down in our room and then went to the convention center on the main floor of the Hilton. They have everything in that hotel! Katie and I stayed there on the 20<sup>th</sup> floor with a view of the Reno airport. there was a huge casino on the main floor and a shopping mall, a theater, and 50 lane bowling alley, about 5 restaurants, and tons of conference rooms. We actually never left the hotel once we got there. The weather was nice too: 70 degrees and sunny – better than this stuff here! Oh well.

At the conference AEPS, UPAS, and AviationCareer.Net (the three companies – kinda the same though) they had a booth with about five people working there. After we were introduced to everyone, Katie and I got to walk around and look at all the booths and talk to people. Good networking! Anyway, after we were done we handed out magazines to people who walked by.

Friday was the luncheon where I was announced as a scholarship winner along with a few other people from different companies. The other scholarships were all for type ratings so I was by far the youngest. Anyway, I figured it was going to be a few people, not many. Definitely not 2,500 people with another 600 in another room watching in on TV's! There were 182 tables in a huge room – each with an airplane balloon! Then you could see who was talking. Of course we were at the very last table in the back of the room so I had to walk about a mile. Sean Tucker and Patty Wagstaff were also there and Sean spoke.

When they announced me, three of the guys from AEPS came up with me and one of them, Jim Dent, had a little 2 minute speech prepared about me and I had to stand there in front of ALL those people! Then I got one of those checks (*Continued on next page*)

## Crissy's Letter (Continued)

that the golfers get – you know, those big cardboard things! (see page 1) Mine wasn't quite as large, but big enough to be a pain carrying it on the airplane! It was so much fun though. Well, I'll see you Tuesday!

Crissy Naber

## Buy, Sell, or Trade. . . . .

*Classified ads may be submitted by any chapter member free of charge. they will run for about 3 months unless canceled or renewed.*

**For Sale:** C172 1975 Model M; 23350 TT AFE; spectral oil analysis last 1800 hours – normal wear trend; hangared last thirteen years by 2<sup>nd</sup> owner; hangar queen; IFR/coupled Century A/P; Vref \$52K, asking \$48K. Flying RV all the time so must sell my pride and joy Cessna! **Dennis Persyk – 847-683-4152**

**For Sale:** 1/3 share in a 1965 Piper Cherokee PA 28-180. Fully IFR equipped, King Radios, VOR, DME, Full Audio Panel, New S-Tec Autopilot System 30 (Year 2000 model), Low-time engine & airframe hours, Great Paint, New Interior, kept in a heated hangar at Lake-in-the-Hills (3CK). Asking \$18,000 – **Call Colin or Donna Blanchard at (847) 526-3194**

**For Sale:** Drill press, 1/2", 3/4 hp, 16 speed, heavy duty bench top, like new \$150.00; Aircraft Sheet Aluminum, various thickness .032-.064; **Call Steve Flattum (815 765-1849)**

**For Sale:** 1993 COLEMAN pop-up Camping Trailer. No retraining necessary – has Oshkosh experience, many extras. Could use new tires. \$1,500.00. **Call Don Jenerick at (847) 526-6187**

**For Sale: Heat Your Shop**-New, never installed. 40k BTU Nat. Gas, direct vent, down draft wall furnace. Complete installation hardware w/thermostat, vent pipe & cap, install and operating instructions. Cozy Model DVCF403B, Grainger No. 7A529. \$500. **Call Tom Campana, 847-891-0236**

**For Sale:** Drill Press, bench top, 1/2" Chuck, 5 speeds, \$45; Band saw, bench top Black & Decker 7 1/2" x 3 1/2" throat clearance for light weight work, \$45; All items well maintained and in very good condition. **Call Mike Perkins. 847-788-1791**

**For Sale:** King KT 76A Transponder. Brand New with Factory Warranty, ~~\$1166.00~~ \$995.00. **Call Dave Morrow, 815-356-8121**

**Hangar For Rent:** T-hangar at Lake in the Hills airport for rent. Opening 37'7.5" wide by 30'6" deep by 10' high at tail. Insulated. \$280/month. **847-275-4204 Jeff Dingbaum**

**For Sale:** Garman 195, Top of the Line, moving map, hand-held GPS. Latest database installed this year at Sun & Fun. Asking \$500 or best offer – **Call Nancy Blazyk – 847-836-6071**

## Flight Reviews

BFR Special: Ole Sindberg is offering a Biannual Flight Review for any Chapter 790 member for \$50.00. Also available are flight instruction in single and multi-engine aircraft, helicopters, as well as high performance and complex airplane checkouts.

## E-mail Address List

If you would like to have your e-mail address included in the 'Member's E-Mail List', please send your e-mail address to Dave and Jan Stadt at: [dhstadt@ameritech.net](mailto:dhstadt@ameritech.net)

Also, include any interesting aviation related WEB sites that you are aware of!

## Chapter Toolbox



*Tools in the inventory are: 2.25" and 3.144" dia. Hole Cutters, Aircraft Scales, Spark Plug Cleaner/Tester, Electronic Prop Tach, and Camlock*

*Pliers. There are also some Letter Punches available. There is a fee of \$5.00 if you need to borrow any of these tools. Call Ole Sindberg: (847) 639-5408*

Recent additions to the toolbox are a heavy-duty engine stand on casters suitable for even the largest light aircraft engines, and a wing storage dolly also on casters. Both of these units are available for extended periods and should not be returned to Ole after use, but should be retained until the next member needs them. The usual rental fee of \$5.00 and a deposit check for \$100.00 applies.

## Newsletter Assembly Party

*The newsletter assembly will be at the home of Abbie and Jay Friddell in Barrington on the Wednesday before the Chapter Meeting. If you don't know what to do with yourself on that evening and would like to help out, please call Jay or Abbie for directions and time.*

**(847) 382-4180**