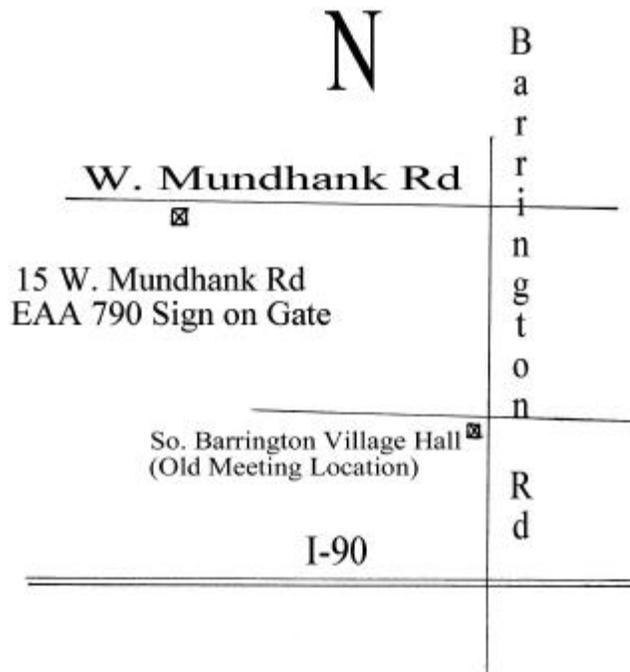


**Sorry! The July Newsletter was partially corrupted and “From Ron” is lost and replaced by the map to a new meeting location**



**Instructions:**

Proceed west on W. Mundhank Road from Barrington Road. Continue beyond “THE GLEN” subdivision entrance to the gate with the “EAA 790” sign (on the south side). As you proceed up the driveway, continue to the “right” which will lead to the hangar apron. Park on the apron, or if there is no room left, parking is permitted on the grass. Someone will be there to direct you to parking and to the meeting location. Additionally, Ken Kresmery (cell 847-742-0000) will be at the So. Barrington Village Hall to lead members from that location to the Rose home. Cell phone contact if all else fails is Jay Friddell (847)-571-0394.

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***From Ron (Continued)***

house and grounds. This special tour was arranged by Ken Kresmery who is a friend and neighbor of Jaspers. Be sure not to miss it. Directions and time are elsewhere in this issue.

My thanks to all for everything you do to make 790 such a great place to be. See you all on the 17th....Stay well, Ron

# Aircraft of the Month

By: Jeff Swenson

The Aventura II, a flying adventure. This experimental aircraft is a kit plane made by Arnet Pereyra, Inc. of Rockledge, Florida. The owner, Carlos Pereyra was one of the original designers of the Lake Buccaneer airplanes. The kit is a two seat single hull flying boat type aircraft, the streamline appearance is impressive. It's a high wing, pusher configuration, taildragger, capable of taking off from land or water at will. Average takeoff and landing distance on land or water is 300 feet, depending on engine option purchased.



Jeff Swenson with a very big smile and his beautiful creation – the Aventura II

The kit is fairly simple to construct. Construction time is about 300 hours with standard tools, no special tools: no special jigs are required. It comes with all the airframe assemblies including the engine, the prop, VFR instruments, electric flaps, AN hardware and BRS parachute. There are many options also available to the end user including: Kevlar hull (stronger and lighter than fiberglass), side windows, nickel plated gear, 18 gallon fuel tank and a host of others.

The “Flying Swede” as I call it has an empty weight of 860# and a gross weight of 1350# and is powered by a 100 hp Rotax 912S engine. Stall speed is around 42mph in a landing configuration. Cruise speed is approximately 85 mph. With lots of versatility, this will really be a fun aircraft. The aircraft is now ready for its final inspection with the FAA and I can't wait to enjoy all the aspects of this little flying boat.

Jeff

Jeff is taking advantage of the EAA Tech Counselor and Flight Advisor programs to assure the maximum safety with his project. ...ed

## Youth Corner

By: CAP Cadet Betsy Williams

A few weeks ago, I had the pleasure of attending "Young Eagles flights" sponsored by the Experimental Aircraft Association, here at Lake in the hills airport. The morning began with the other cadets and myself leading kids out to the airplanes, and explaining to inquiring parents what CAP is. When we were done with the business portion, we changed into civilian clothing, and had the opportunity to take a few trips up in some "EAA" members planes. It was, for me, a great experience because I learned more about CAP, and I became more familiar with the EAA, and my father became a member. The people in EAA are very nice, and they will teach you anything you wish to know, and even let you fly a little bit! The next Young Eagles is September 29<sup>th</sup> at Popular Grove airport. Come out!

Betsy Williams  
Cadet Airman  
July 3<sup>rd</sup> '01

**Editor's Note: Lieutenant Bill Watson, one of the Senior Leaders of the Lake In The Hills Composite Squadron of the CAP, forwarded this letter from one cadet about our last Young Eagle Rally. We found her letter so charming that it deserved a place in "Winds Aloft" and was included for your enjoyment.**

**Sign noted in front of the "Church of the Crossroads" in Fox River Grove:  
"How do you plan to spend eternity?:  
Smoking or Non-Smoking?"**

# Our Special Raffle Winners Are.....

The June meeting was the time set for our special raffle. The grand prizes were: Authentic WWII leather flight jacket; Authentic Pacific Theater Escape and Evasion scarf; A beautiful model of a WWII F4U Corsair fighter; and a \$200 gift certificate at American Fliers.

## Our Winners Are:



The Jacket was won by Jackie Lee, pictured here with Lee Hilbert who donated the jacket.

This was Jackie's first meeting as a brand new member of our chapter and she related with misty eyes that her father was a WWII Veteran.



Ken Kresmery won the WWII Escape and evasion scarf.

Ken (on the right) is pictured with Dan Majka who donated the scarf.



Jeff Wilson won the model of the WWII F4U Corsair fighter. Jeff (on the right) is pictured with Ron Liebmann, our chapter president.

The model was donated by Don Jenerick who was out of town on vacation.

Dwight Zeller, (no picture available) was the winner of the American Flyers \$200 gift certificate. Dwight who was unable to attend the meeting, received his prize a week later.

The American Flyers gift certificate was donated by our chapter vice-president, Dana Holladay.

We offer a special round of thanks in appreciation of the unique and valuable raffle prizes donated by: Lee, Dan, Don, and Dana. These are the people who made the special raffle possible. Also, a special thanks to all who bought the raffle tickets that provided some needed funds to the chapter treasury.

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## Attention !

The time for the "EAA Ambassador's Briefing and Luncheon **has been changed** to:  
**12:00 PM, Monday July 23<sup>rd</sup>.**  
Please note this change

## Attention !

## Ole's Safety Corner... SPECIAL VFR.

*By: Ole Sindburg*

Typical situation: You are approaching a controlled airport in marginal VFR conditions. About ten miles out, you call the tower, and the response you get is: "The field is IFR, stay clear of the Class D airspace". Now what do you do? You really want to land at this airport, and the weather is really not that bad; to complicate matters, you are a VFR only pilot.

The solution is to request a special VFR clearance. Most likely, you will get it immediately. Stay clear of clouds, fly to the airport and land. It also works when you want to depart an airport.

A good variation is to request the special VFR clearance from approach control, and then request vectors to the airport. This works only, if the airport has radar services available.

The requirements are simple: You have to have at least one statute mile of visibility; if ground visibility is not reported, flight visibility is acceptable. (You determine, what the flight visibility is). It must be between sunrise and *(continued on next page)*

**Safety Corner (continued)**

sunset; if not, it gets it little more complicated; both you and the aircraft must be legal for instrument flying.

Special VFR may be requested at all controlled airports including the C and D types and in Class E airspace to the surface, associated with an airport. Examples of "E to the surface" are: Clinton, Iowa (CWI) and Galesburg IL. (GBG), indicated by the dashed magenta line, and you would request SVFR from the nearest ATC or FSS. Most Class B's are too busy with IFR commercial traffic to move everybody out of your way, and say :”No SVFR” on the sectional.

(See FAR/AIM 4-4-5)

Now, I don't promote scud running, but I do promote finishing a flight as planned, if it can be done safely. An airport becomes IFR, as soon as the weather goes even a little bit below VFR minimums; that may mean an 800' ceiling ( Hey, that's pattern altitude) or 2½ mile visibility. Either way, that's enough for me. How about you?

Keep the green side up.

Ole

**Very Important Dates**  
 7/21 “Chick’s Flight” JVL to OSH  
 7/24-7/30 – AirVenture 2001  
 8/05 Brunch - Lake Lawn Lodge  
 8/11 Visit to Sanfillippo home  
 8/26 Ken & Polly Kresmery’s “Day at the Farm”  
 9/08 Picnic at Bill Rose's house  
 9/23 Schaumburg (06C) Fly-In Open House  
 9/29 Young Eagles - Poplar Grove (C77)  
 10/20 Young Eagles – LITH (3CK)

Saturday, July 21, 2001  
 Janesville to Oshkosh  
[www.ccountry.net/~chicks](http://www.ccountry.net/~chicks)  
 (note the two “c”s in country)  
**Abbie Friddell**  
**(847) 382-4180**  
[abbienair@cs.com](mailto:abbienair@cs.com)

# 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.

## Did You Know?

Last year more than 4,000 volunteers contributed over 200,000 hours of service to make AirVenture a success! **YOU ARE IMPORTANT!**

## Knw Your Fellow Members . . .

**This column is blank again this month. YOU once again forgot to send in your brief biography. We are particularly interested in newer members, older members, and those in between since it helps us all get acquainted.**

**Get busy now. It’s not that tough. What you may consider boring, the rest of us find very interesting. We would like to print yours next month! ..ed.**

## That Other German/American Dictionary Defines “Passenger” as Follows:

“Der Dumpkopf Das Est Strappened En Der Baacken Mit Der Other Dumbkopfs Das Est Expecten To Leave Undgo On Scheduledtimen Und Arriven Mit Der Luggagebags Somplacensen”

*Courtesy of the Retired United Pilots’ Newsletter*

## **“Day at the Hangar”**

**Did you miss the Picnic at Poplar Grove??  
Well you have a second chance for a great day.**

**Ken and Polly Kresmery have invited us to their annual “Day at the Hangar” on Sunday August 26<sup>th</sup>. This is an old fashioned summer “4<sup>th</sup> of July”, “Fun in the Sun” type of party, so set the date aside for a good time.**

**Bar Opens: High Noon!**

**Lunch:** 2:00 PM (We have Italian Sausage, Sweet Corn and all the drinks)

**Bring:** Children; Blanket for the grass; Friends; something to go with the Italian Sausage and sweet corn; Something to sit on (chairs?)

**Fly-In/Drive-In**

**Maps will be available at the July meeting.**

## ***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.. Non-chapter members may purchase a business card size ad for \$25 per month. Ads of 3 column inches are \$75 for the first month and \$50 for subsequent months.***

**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:** Drill press, ½”, ¾ 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:** King KT 76A Transponder. Brand New with Factory Warranty, ~~\$1166.00~~ \$995.00. **Call Dave Morrow, 815-356-8121**

**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**

**For Sale:** 1/3 share of 1949 Cessna 170A. Meticulously maintained, outstanding aircraft with excellent partners hangared at Lake In The Hills Airport. 4318 TT, 35 SMOH, Prop reconditioned at overhaul, Fresh annual, Bendix KY96 com, Northstar M-2 Loran. Asking \$13,500. — **Call Dave Morrow — 915-356-8121 or Ed/Jeanne Garman -- 815-459-7902**

**For Sale:** Drill Press, bench top, ½” Chuck, 5 speeds, \$45; Band saw, bench top Black & Decker 7 ½” x 3 ½” throat clearance for light weight work, \$45; All items well maintained and in very good condition. **Call Mike Perkins. 847-788-1791**

## **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!**

# Ask the Instructor

## FORWARD AND SIDE SLIPS

*Borrowed from "On Final" the EAA Chapter 25 Newsletter*

*By: Mike Dolan*

Slips are maneuvers where the efficient airflow over the aircraft is interrupted purposefully by uncoordinated flight. The creation of uncoordinated flight by the slip creates higher drag, which in turn causes increased rate of descent.

The Side slip and forward slip are different and have different uses. The side slip is generally used for landing in a crosswind while the forward slip is used as a means to dissipate altitude. Both, however, are entered in the same way. To enter a slip, one wing should be placed down and opposite rudder used to maintain a straight ground track. The aircraft should end up slightly canted to the reference line (or runway) with one wing down and the inclinometer ball out of the center towards the low wing. During the slip maneuver, the pilot should maintain pitch control and be aware that the interrupted airflow over the aircraft may affect the static air source resulting in erroneous airspeed indication.

Remember, the side slip used on final approach in a stiff crosswind will indicate if you have enough rudder to accomplish a successful landing. A forward slip to maintain runway alignment will not.

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## We are Invited to Visit the Sanfallippo Home.

**Set Aside the Date: August 11, 2001**

**Time: 9:00 AM**

Ken Kresmery has arranged for all members of Chapter 790, their families, and their friends to tour the home and buildings of the Sanfallippo home at 780 Plumtree Road in Barrington Hills. We do ask, however, that there be no children under 12 years old due to the very expensive and fragile artifacts located throughout the house.

Plan to arrive about **9:00 AM** on **Saturday, August 11<sup>th</sup>** and expect to spend two to three hours. Don't forget to bring your digital camera, your 35mm camera, your video camera, or your

antique Kodak Brownie. This home is a world class museum and you will want pictures to preserve the memory.

**Driving Instructions:** From Northwest Highway, turn south and cross the railroad tracks at the Kelsey Road intersection (traffic light). After crossing the railroad, make a right turn onto Plumtree Rd. Continue on Plumtree Rd well past the stop sign at Ridge Rd. About a mile or so past the stop sign look for a very large and beautiful iron gate on the left (south) side of the street. (780 is the street address). Follow the driveway in and be prepared for an overwhelming experience.

**Parking:** PLEASE DO NOT PARK ON THE GRASS. Park along the blacktop (driveway). Since the Drive is very narrow, parking must be along ONE SIDE ONLY. This will allow residents and visitors to leave at their own discretion without finding the driveway blocked.

A owe special thanks to Ken for arranging this visit and to the Sanfallippo family for inviting us into their home.

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## Can You Come To AirVenture a Few Days Early?

Are you planning to camp at Oshkosh for the full week? If so, can you come a few days early? We need your help. Some of the pre-AirVenture chores to be performed by the Ambassadors are: 1) help set up the "Membership Tent"; 2) Greet the "Chicks Flight" with the full "CARTS" contingent; 3) make the full "CARTS" service available to volunteers working on last minute projects prior to the official opening; 4) Do a trial set-up of the Breezy prior to the convention; 5) final check of the KidVenture airplanes including the C-47 and Helicopter to insure that they will be safe for youngsters to play in.

Not only that, but there is a certain bit of satisfaction to involved in resolving some last minute problems. Also, we have been known to go "Off Base" for a dinner or two.

See Ya There

Jay