



Chapter 790 Technical Counselors and Flight Advisors

Your resources for construction and questions

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 Ron Liebmann – (847) 352-8282
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From Ron

Hi once again all you wonderful 790 people.

Sorry I had to miss the last meeting but my arm was twisted real hard by Jim and Nancy Mullins to visit them. As you know, Jim and Nancy live in the mountain community of Big Bear Lake, California; so as the meeting was taking place, we were dining on the upper deck for their chalet style home, surrounded by 60 foot pines! Truly God's Country. I even got to fly Jim's R/C plane in the high desert. The week went by too fast.

I understand that the meeting went well under the leadership of Dana Holladay. The guest speaker was Art Mattson who spoke on the mods he made to his Cherokee that greatly improved its performance. I got fine feedback on his presentation. Our many thanks go out to Art.

This month's speaker is, on a tentative basis, Ron Myer who flies the Channel 2 chopper out of Schaumburg Airport. He will bring his sidekick Kris Habermehl to relate some of their reporting stories. Since they are always on call, there is a chance that they may not make it at the last minute so we will just punt if that happens.

Our first 790 picnic of this year will be at Tom Anderson's hangar on the 23rd of this month. As usual, fly or drive in and bring your own meat and bun selection. 790 will provide the sodas, ice, paper plates, plastic eating tools, napkins, charcoal, tomatoes, onions, catsup and mustard. I will also bring the long table that we bought last year.

I confirmed with Pete Chapman that the Ambassadors will be getting 6 carts again this year. One of them may be a big 6 or 8 passenger type. Working with the men and women of EAA is one of my favorite duties as they are truly a great group of friends.

We had a super turnout at LITH for our 2nd Young Eagles event on the 9th of June. We flew about 110 kids and the weather cooperated for once. We raffled off three MicroSoft Flight

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Simulator programs at the end of the day and we will be sending the winners their prizes shortly. We had a Bonanza (Lon Danek), 3 Kitfoxes (Mike Perkins, Herb Gottelt and Tom Anderson), A Cessna 152 (Dana Holladay), 2 Cessna 172's (John Cosmos newly acquired one and Kent Kastin), 1 Dornier (Alex Von Bosse) and 2 Cherokee 180's (Abbie Friddell and Rich Oleszczuk). Ken Kresmery brought his PT-22 for static display as did Jay Friddell with his SeaRey Amphibian. If I forgot anyone, forgive me. And Ron Palascak had young neighbor Bryant parking planes. Good job Bry.

Another round of thanks goes to the Lake In The Hills CAP Squadron who have provided Cadets and Senior Member assistance at the last two Young Eagle Rallies. This month Cadets Amanda Morris, Betsy Williams, David York and Patrick Treacy did an excellent job on the flight line under the supervision of senior member, Lt. Bill Watson.

On a sadder note, our condolences go to Steve Cosmos on the loss of his wife, Mary.

I think I've said enough for now. See you at the picnic for sure. AirVenture, get ready for the Ambassadors!

Ron

Very Important Dates

6/23- Tom Anderson's Picnic (C77)
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
(note the two "c"s in country)
Abbie Friddell
(847) 382-4180
abbienair@cs.com

June Chapter 790 Board Meeting. . . .

By: Jay Friddell

I don't believe we have ever reported on a board of directors meeting for our chapter. Possibly, it will be a long time before we do again.... But, this one was very special.

Ken Kresmery was our host for the June board meeting (actually held on May 29th) and his first surprise was a great Young Eagle Flight "Gift Certificate" designed to advertise our Young Eagle Rally's. Copies of the certificates will be available at the June meeting. Be sure and get some to pass around.

The crowning glory of this meeting was a visit to the home of Mr. and Mrs. Jasper Sanfillippo. For once, a board of directors who normally try to talk all at once became speechless. But then, how many homes include a 500-seat theater with the world's largest theater pipe organ.....on a lift? Or, how about a huge, fully restored, steam powered carousel.

I was always proud of my electric trains, but Mr. Sanfillippo has....parked next to his beautiful carousel.....a full-scale, Civil War vintage steam locomotive! To try and describe the magnitude of this collection of musical instruments, organs, steam engines, and numerous other art objects is quite impossible. Now the good news is that Ken has scheduled a visit to the Sanfillippo home for members and guests of 790 on Aug 11th. Don't miss this one.

Mr. Sanfillippo uses his collection as a focus for numerous major charitable events. His restoration projects in the U.S. and Europe perpetuate the old-world crafts and craftsmen so that they are not lost to future generations.

Thank you Ken, for arranging our visit with your dear friend...ed

Congratulations Jeff!



Congratulations to Jeff Dingbaum who soloed just before the last meeting and is one step closer to becoming a Private Pilot.

Keep up the good work Jeff!

ROTC.....

By: Katie Nabor



The United States Military offers a program to college students known as the Reserve Officers' Training Corps, or the ROTC. Each branch of the military has their own division of the ROTC, which prepares students for commission as an officer after graduation from college. For those interested in attending college as well as entering the military the ROTC is a great option. Students may participate in ROTC with or without a scholarship. There are a variety of scholarships available to students ranging from four years of tuition and books to smaller scholarships contributing to a portion of college costs. The scholarships are strictly merit based; dependent on test scores, high school transcript, extracurricular activities, and letters of recommendation. Because ROTC Scholarships are awarded according to the needs of the military they are targeted to those pursuing technical degrees (primarily engineering and meteorology).

I received a four-year scholarship for full tuition, books and monthly stipend to the college of my choice (University of North Dakota - aka Siberia!). My scholarship was in engineering but because UND has an exceptional atmospheric science program -including a Citation research jet - I received permission to change to aviation meteorology. (*Mike Titre take note - ed*). Of course I have to take a few special AFROTC classes and do some physical training in the mornings. The neat part is all of the activities available to the students. The AFROTC sends a few kids out to the Air Force Academy after their freshman year to learn how to soar in the Academy planes or train for skydiving. There are also opportunities to visit bases all over the world, take plane rides in a KC-135, and of course the trip out to Lackland Air Force Base in TX for field training after sophomore year (all at no cost to the student).

ROTC scholarship recipients are sought by universities. After I received my scholarship this Spring I was contacted by U of I and invited

to spend several days on campus. I stayed with ROTC students and was able to experience a slice of ROTC college life. There is a great camaraderie among the kids and I was impressed with just about everything I saw - although their engineering program is a little intimidating!

The commitment for students with scholarships starts their sophomore year and requires them to serve for four years after graduation with a commission as a second lieutenant. Pilot/Navigator selection is in the spring of junior year. Navigators are required to serve six years and pilots must serve ten years.

I plan to be serving ten years...!

Katie

Congratulations Katie! You and Crissy make us all proud. The Nabor twins will definitely be the team to beat at North Dakota. ...ed

Work Weekend Report

Work weekend at Oshkosh for Chapter 790 turned out to be the 6th coldest June weekend in recorded weather history. I don't think that anyone who was there would doubt that record.

The cold and rain prevented us from accomplishing some of the assigned tasks, however, there was plenty of work in Exhibit Buildings "C" and "D" plus the wood workshop to occupy the weekend. The biggest disappointment was that the paint on the Breezy would not dry in the ambient air and finally forced-air heaters were brought in to dry the paint. Even so, a three-hour painting project turned into a three-day painting project. Thankfully, the Chapter 790 group includes some very tenacious individuals who are willing to follow the most difficult project to its proper conclusion.

Bud Herod's woodshop team took on the project of building some very large bulletin boards. Even Dick Nocenti from EAA Headquarters helped on this team. Again, a very dedicated group returned on the following weekend to wind up this project.

Was it cold? Yep! Was it rainy and damp? Yep! Did we have fun anyway? You bet we did! If you were unable to make it this year, be sure to save some time on your calendar next year for a great activity.

Oshkosh Storm. . .

As you probably are already aware, on Monday night of June 11th, Oshkosh was the victim of a savage storm with 70+ knot winds that ripped roofs from buildings, up-rooted trees downed power and telephone lines and generally turned the area into a war zone.

The facilities and aircraft of EAA came through the storm undamaged, but the grounds did not fare so well. Whole trees were up-rooted, lying with their root ball where they fell. Huge branches along with thousands of smaller tree branches littered the landscape and in general the cleanup is very labor intensive.

Jerry, Jeff and the boys at South Maintenance (along with volunteers) have been doing an outstanding job of clearing up the mess. Problem here is that this job is taking lots of man-hours from their schedule that was already full of projects which must be completed before the convention. There is no doubt in my mind that if anyone calls (920) 426-4800 and asks to speak to someone in South Maintenance to volunteer a day or so, Jerry will be more than willing to put them to work.

Impulse Couplings. . .

by: Ron Palascak

At a recent chapter meeting someone asked, "what is an impulse coupling?" No, it doesn't have anything to do with coupling together the impulse engines of the Star Trek Voyager space craft. It does have a lot to do with the magnetos on your aircraft engine. The explanation given here comes from "Civil Aeronautics Administration Technical Manual 107", dated January 1949. *Nothing like getting the latest info huh?* I'm copying this directly from the manual – "Engines having a small number of cylinders are sometimes equipped with what is known as an impulse coupling. This is a unit that will, at the time of spark production, give one of the magnetos attached to the engine a brief acceleration and produce a hot spark for starting. One form of this device consists of small flyweights and spring assemblies located

within the housing mounted adjacent to the coupling which attaches the magneto to the accessory shaft."

"The magneto is flexibly connected through the members by means of the spring in such a manner that at low speed the magneto is temporarily held while the accessory shaft is rotated until the pistons reach approximately a top-center position. At this point the magneto is released and the spring kicks back to its original position, resulting in a quick twist of the rotating magnet. This, being equivalent to a high-speed magneto rotation, produces a hot spark. After the engine is started and the magneto reaches a predetermined speed at which it furnishes sufficient current, the flyweights in the coupling fly outward (due to centrifugal force) and lock the two coupling members together. That makes it a solid unit, thereby returning the magneto to a normal timing position relative to the engine. The impulse coupling may be identified by a sharp clicking noise as the crankshaft is turned past top center on each cylinder."

Well there, you now have the latest info on impulse couplings. I hope that this helps.

... Ron

Ken & Polly's 7th Annual "Day at the Farm"

Ken and Polly Kresmery have invited us to their annual "Day at the Farm" on Sunday August 26th. This is an old fashioned summer "family reunion", "4th of July", "Fun in the Sun" type of party, so set the date aside for a good time. Next month, we will publish times and a map of how to get there, so stay tuned.

From the Other German/American Dictionary (Apologies to Alex)

Propeller – Der Airfloggen Pushenthruuster
Engine – Der Noisenmaken Pistonpusher Das Turnens Der Airfloggen Pushenthruuster.
Control Column – Der Pushenpullen, Bankenyanken Schtick.

Courtesy of the Retired United Pilots' Newsletter

Young Eagles Rallies a Success.

The Young Eagle Rallies on May 12th and June 9th were a great success. During the May Rally we had a large turn-out of Kids, Planes, and Members on a cool day, ready for fun..

By comparison, the June Rally was outstanding! Weather was perfect; Chapter members turned out in force: and the kids were there. We flew over 110 Young Eagles on that day.



Ron Liebmann's young neighbor Bryant prepares to signal the "Engine Start Clearance" to Alex Von Bosse. *(have no fear, Air Marshal Ron Plascak is mentoring from just outside the picture.)*

A special thanks to the Cadets and Senior members of the Lake In The Hills Composite Squadron – Civil Air Patrol for their assistance in making these events a success. The sharp looking dress blue uniforms with orange safety vests were an inspiring addition to our flight line.

790 North Woods Expatriate Report

by: Jon Cumpton



My arms are tired. I now know how long it takes to move 3000 cubic feet of dirt in a skid loader. I just spent two days moving it (the dirt). When we set the building height in March, we thought it would be well above grade. It wasn't – so to get ready to pour concrete and rough in things under the floor I had to fire up my John Deere 5575 and move it.

And the airport manager said they don't need any dirt, so we get to haul it away too!!

I just keep trying to remember why we're doing this. The airplane! I got to take a look at it last month "in process". Char Mehlhoff at American Champion gave me the tour of the plant and when we arrived in the paint shop – there it was, in pieces. The wings were done and painted, so I got to see the red and yellow color scheme in



place. I like it, and it's hard to miss! The fuselage was also neat, since it had been covered, but not painted.

I also got to see their 500th aircraft in the finishing area. Mine should be about 505 or so. Then Char told me that the plane would be done in a couple of weeks. Yikes! This is too early, especially since the hangar completion is dragging on. I didn't argue with her, but called my friendly airplane dealer – Ken Nierenberg at Princeton Aero – the next day. With predictable salesman confidence, Ken said, "Don't worry Jon, we'll deliver it when you want it." This will also be interesting whenever it happens, since Ken is in Princeton, N.J. Yes, New Jersey. But he told me he regularly flies to Wisconsin to pick up Champs and then delivers them around the country. Well, at least I can see the light at the end of the tunnel! Best wishes to all 790 member.

. . . . Jon



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.

Special Raffle

>> Last Chance! <<

Help support your Chapter. Where else have you seen a raffle where YOU determine your choice of first prize?

Chapter 790 will have a special opportunity to raffle off some very exciting items at our June meeting. One prize is a **1942, A-2** Horsehide leather jacket, size 46, in very good condition, donated by Lee Hilbert. This is valued at over \$250.00! Another prize is an **'Escape and Evasion'** silk scarf of the Pacific Theater, donated by Dan Majka, and valued at over \$100.00! Don Jenerick has donated a beautiful model of the **Vought F4U Corsair** valued around \$150, and Dana Holladay has donated a **\$200 gift certificate** from American Flyers.

These wonderful articles have lots of history, and will be on display at our next meeting. The raffle tickets are \$5.00 each or five for \$20, and the drawing will be at our regular June meeting. The rules have changed slightly so if you have already bought a ticket, get in touch with Jan Stadt (home phone 847-526-2763 or e-mail dhstadt@ameritech.net).

The new rules require you to list your choice of prizes in the order that you prefer (1st, 2nd, 3rd, and 4th choice) on the back of each ticket that you buy. Second, if you have already purchased a ticket(s) but want to take of the 5 tickets for \$20, then you must see Jan arrange for the additional tickets.

Due to the great value of the prizes for this raffle (approximately \$700 value), the chapter feels that we must net at least \$400 to make the offer viable. Should we fall short of this goal, the raffle will be canceled and all moneys returned.

>> Last Chance! <<

More from that other German/ American dictionary:

Jet Engine – Der Schreemen Skullschplitten, Firespitten, Smokenmaken, Airpushenbacken Thrustermaker Mit Compressorscuezzen Und Turbinespinnen Bladenrotors (Made by Pratt and Whitney).

EAA 790 Web Site . . .

Have you checked out the Chapter 790 web site yet? Jeff Wilson has done a magnificent job of producing a first class, professional web site for us. Log on and explore www.eaa790.org

Special Invitation

By: Lynette Banasack

On behalf of the Sunbirds Flying Association, Kenosha Airport, I would like to extend an invitation to the members of your EAA chapter to our next monthly meeting. Our special guest speaker is Fred Olivi, "An American pilot's perspective on the mission which dropped the atomic bomb on Nagasaki" You won't want to miss meeting Fred and hearing first-hand the part he played in history.

The meeting will be held at MAS Hangar, south ramp, 9612 – 52nd Street, Kenosha Airport, Kenosha, WI at 7:30 PM on Thursday, June 28th. Food will be served.

Ole's Safety Corner. . .

By: Jay Friddell

Ole is currently in Denmark, sharing his knowledge with the EAA members of there.

Sterile Cockpit! The term has been the topic of many humorous observations in airline cockpits for a number of years. I'll bet you are thinking of a few right now.

For the airline operations, the 'sterile cockpit' is observed for all flight below 10,000 feet. What it means is that no conversations or activities are permitted in the cockpit that do not directly contribute to the safe conduct of that flight. In other words, save the discussion of recent activities or acquisitions for cruise altitude.

For those of us who fly our much smaller aircraft below 10,000 most of the time, the airline definition of 'sterile cockpit' would be a bit severe. However, we realistically can apply 'sterile cockpit' to our normal operations. The definition of my 'sterile cockpit' is: whenever my operations are in the vicinity of an airport or other operational areas that require exceptional diligence in monitoring the radio, watching for

traffic, or preparing for a specific procedure such as an instrument approach.

No special commands are necessary. If you have other passengers or crewmembers with you, put them to work. Ask them to help you by pointing out traffic or alerting you to a missed radio call. The request for assistance will probably alert them to the need for an elevated level of awareness, and unnecessary conversation automatically disappears.

This does not always work on Young Eagle flights with the younger kids on board. The competitive nature of the younger people sometimes results in a very distracting number of (sometimes shouted) traffic calls. Here, just a brief explanation that we are close to the airport, and that we have to be quiet so that we hear the other planes on the radio, seems to satisfy them.

I'll bet that you have been doing this already without thinking about it. The secret to success is to make others on board aware too. An excellent time to brief your crew/passengers is before take off.

Blue skies and tailwinds.....Jay

Know Your Fellow Members . . .

This column is blank this month. YOU 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.

Pioneer Airport Ultra Light Fly-in

By: Jay Friddell

This past weekend I had the opportunity to witness another facet of aviation. The Ultra light branch of the EAA Family. On the Father's Day weekend each year, Pioneer Airport hosts an Ultra Light invitation-only fly-in with Fun Food and all the trimmings'.

This year, 47 colorful, mostly single-place, very competitive pilots and planes descended on Pioneer about 9:00 AM on Saturday morning before Father's Day. They brought with them,



bombing targets, Aircraft Carrier outline tape for spot landings, trophies, and everything else for a good time.

Quite a show it was too. The bombs/torpedoes were about the size of a bowling ball, but much lighter and covered in fabric. The target was a ship profile (made in segments) which was installed on the runway. Some pilots made their bombing runs as high-level bombers. Others made their releases from very low and some distance from the target, and others, released their bombs close in and usually hit the target square. Bombing was followed by spot landings



and everyone seemed to have fun. The message here is that if you are looking for an aviation activity which is a little cheaper than bigger airplanes, that encourages camaraderie, demands a bit of skill, offers the opportunity to meet lots of new friends and is sponsored by the same EAA people who make the other facets of aviation fun, then buy an ultra-light and enjoy the other side of aviation.

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 2nd 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: King KT 76A Transponder. Brand New with Factory Warranty, ~~\$1166.00~~ \$995.00. **Call Dave Morrow, 815-356-8121**

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: 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: RV 6A Tail Kit. Never started the project. Plans and Manual included. \$1100 Value – Asking \$550 – **Call Gene Kujawa – 815-544-4571** Before 8 PM.

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**

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

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



No significance, just a pretty Harvard (Canadian AT-6) that landed at Lake In the Hills Airport during Young Eagle Rally

Do you have a neat picture? Send it in. E-mail it (jpeg format) and we'll see that it is printed. *ed*

EVA Chapter
790
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