



## **From Ron**

Hello 790 Family,

This is my first column under the direction of our new Newsletter editor, Abbie Friddell. Abbie jumped right in to fill the shoes of Alex and Jay will do the co-editing that was done by Carol. When the final Newsletter team is put together we will announce the members to you.

Alex and Carol, you have done a spectacular job over the past years. Our chapter has been so fortunate to have experienced your talents and expertise. We thank you for everything and wish Alex good luck in his new career.

At our last meeting, our own professor Dean May, gave us all a class education on "the formation of weather". Up until that lesson I did not know what caused the "easterlies & westerlies" to be ever-present. Now we all know. Thanks for a fine presentation, Dean.

The guest speaker for our March meeting will be Norm Clemetsen, a retired United Airline captain who worked with Ole. Norm volunteers at the Museum of Science & Industry in the aviation area and is ready to share his experiences with us.

The Board has set some dates for events to be held this year. They are as follows.

<p><b>5/12 Young Eagles - LITH (3CK)</b>  <b>5/19 Fly-out to Michigan</b>  <b>6/01, 2 &amp; 3 Work Weekend (OSH)</b>  <b>6/09 Young Eagles - LITH (3CK)</b>  <b>9/29 Young Eagles - Poplar Grove (C77)</b>  <b>6/17 (06C) Schaumburg Fly-In Breakfast</b>  <b>6/23 Picnic at Poplar Grove (C77)</b>  <b>8/05 Brunch - Lake Lawn Lodge</b>  <b>9/08 Picnic at Bill Rose's house</b>  <b>9/23 (06C) Fly-In open house</b>  <b>10/20 Young Eagles - LITH (3CK)</b></p>
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We are always open to suggestions for fun things to do so let us know what your thoughts are.

Remember to bring in any items that you wish to donate to the raffle. And last of all, Have fun at the "Dinner" on the 24th at Bill Rose's restaurant. See you at the meeting.

Stay well and call if you need anything.....Ron

## **Chapter 790 Technical Counselors and Flight Advisors**

*Your resources for construction and questions*

### **Safety Coordinator**

Ole Sindberg - (847) 639-5408

### **Technical Counselors**

Clyde Ericson/General - (847) 382-6675  
 Jay Friddell/General - (847) 382-4180  
 Herb Gottelt/General - (847)-439-3397  
 Jim Jackson?Composites - (847) 949-2200  
 Ron Liebmann/General - (847) 352-8282  
 Ron Palascak / (IA) General- (847-658-7963  
 Mike Perkins/Electric- (847) 788-1791  
 Ole Sindberg/Metal,systems & Flight Testing  
 (see Ole's phone below)

### **Flight Advisors**

Glen Brisson - (847) 438-7786  
 Clyde Ericson - (847) 382-6675  
 Steve Flattum - (815)-765-1849  
 Abbie Friddell - (847) 382-4180  
 Jay Friddell - (847) 382-4180  
 Herb Gottelt - (847) 439-3397  
 Jim Jackson - (847) 949-2200  
 Ron Liebmann - (847) 352-8282  
 Ole Sindberg - (847) 639-5408

# Aircraft of the month: Grumman Albatross

By: Clyde Ericson

I have had a chance to fly a lot of different seaplanes from the J3/F cub to the Albatross. They are all great in their own way, but the Albatross stands out as really special. It's fast (165 kts), has a great useful load (13,000# off the land and 9,500# off the water), and is without a doubt the easiest to land on water of all the Grumman multi-engine seaplanes. It doesn't have the tendency to porpoise that the Widgeon or the Goose has. Even on land it is easy to handle because of it's tricycle landing gear. The down side is it takes a lot of maintenance to keep it running and it burns 100 gallons per. hour at economy cruise. Each engine takes 29 gallons of oil to fill it up plus 12 qts. in each propeller reservoir. It is obviously not a aircraft I could afford to own, but when you have a good friend like Chuck Greenhill, you get to fly it without the expense. The Albatross requires two pilots and because of it's weight a type rating is needed in order to fly it. Chuck and I went through Albatross school at Boulder City, Nevada about 6 years ago. We did all our water work on Lake Mead and the Colorado river. You couldn't ask for a nicer place. The school took four days with a least half of it devoted to ground school. The Albatross is a very complex aircraft with a main and sub. hydraulic system, reversible props., high and low stage superchargers, and a complex fuel system. Some basic specs are as follows:

## **Max. T/O gross weight**

Land – 33,500 lbs.

Water- 29,500 lbs.

## **Fuel Capacity:**

Main Tanks: 676 Gal.

Mains plus Floats: 1091 Gal.

Mains + Floats + Drop Tank - 1669 Gal.

## **Range:**

Main Tanks: 1113 - NM

Mains and Floats: 1800 - NM

Mains,Floats and Drop Tank: 2754 -NM

The Albatross prototype was first flown in 1947, but didn't see service with the military until 1955. The Air Force, Navy and Coast Guard all flew versions of the aircraft. It was the search and rescue aircraft of choice until the fast long-range helicopter was developed. An anti-submarine version was also introduced in 1961. Both a short and long wing version were made. Most of my experience is with the short wing version, the HU16c.



*The Albatross*

Chuck has since sold his Albatross, but in the 6 years he owned it we flew to Florida, Maine, Alaska, Nevada, Michigan and had more fun diving off the wings at Lake Geneva. Because of it's high useful load we didn't have to leave anything behind when we went camping. On our trip to Alaska we were able to over fly Canada from Spokane to Ketchikan, because of it's long range. The downside to the aircraft is it's large size and engines. If you ever got this size aircraft stuck in a wilderness lake you would be in real trouble, so you have to be very careful. We have also not had very good luck with the Wright 1820 engines. I feel the problem is the lack of good bearing material for rebuilding these engines. Last May we were on our way down to Brazil to explore the Amazon River with the Albatross. This adventure was however cut shore in Barbados when we got a chip light on takeoff; which was followed shortly by a drop in oil pressure and a rise in oil temperature. We barely made it back to the field, but that's another story for another time.

The Albatross flies really well, but it's is heavy on the controls. It reminds me a lot of theDC-8 It is a true heavy water seaplane, however, and one that I wouldn't hesitate to take into Lake Michigan or an ocean. I miss flying it and if you know anyone who needs a Albatross captain let me know. --- Clyde

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# EAA Work/Fun Weekend – June 1 - 3

By: Dan Majka

Chapter 790 Work/Fun Weekend June 1st-3rd  
Since the early 80's Chapter 790 members have been volunteering their expertise and sweat to prepare the EAA Convention site in Oshkosh and earning their volunteer patch. We have done everything from cut grass to build buildings in years past. Lately we have concentrated our efforts cleaning, painting and fixing up airplanes for KidVenture.

This year we will be doing the same kind of work as we have two new KidVenture planes, a Knight Twister (small bi-plane) and a Breezy.



*Bright Red Knight Twister*

Other tasks that we might be doing include inventorying the museum collections, planting flowers and building stairs for the kids to climb up to the full size jets stationed around the KidVenture tent. No matter what your skills may be you are welcome to join us in the fun.

EAA will feed us 3 meals on Sat. and 2 on Sunday. All the volunteers will also have a private after hours tour of the AirVenture Museum on Sat. night which is always a highlight. We will be staying in the volunteer bunkhouse or camping in the campground. If

you have any questions about this weekend feel free to ask any of the chapter members who have enjoyed this fun weekend in the past. - Dan

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# Getting to Know Your Fellow Members

## Calendar Girl.....

You may have seen the “Calendar Girl” at Chapter 790 meetings during the past 15 years.

I fell in love with flying when I was eight years old. My mother took me to Minnesota on a commercial flight in a DC-3. I was hooked on flying!

My first flight in a single engine airplane was in Arizona in 1980, when I flew as a passenger from Phoenix to Grand Canyon. I climbed out of the plane and said, “I am going to learn to fly!”

I had big ambitions about flying. I applied to be the “Teacher in Space” astronaut on the Space Shuttle. Luckily, I was not chosen to be on that fatal space flight. Finances kept me out of the air until 1985, when I started flying lessons at Palwaukee Airport. While taking the ground school class, I met Lynette Banasack and we became good friends. We decided to join EAA Chapter 790 at that time. I also joined Civil Air Patrol, and earned the rank of “Captain.” Civil Air Patrol members had the privilege of joining the Navy Flying Club at Glenview. I flew out of Navy Glenview until I was able to buy my own airplane. I flew my Cessna 172 (N7297Q) out of Palwaukee Airport for many years.

In 1990, I went on my first date with Fred Meyer. He put me in the back of his RV4 and flew to an RV fly-in at Redeger’s “Magic Carpet” airstrip. (Now, sadly, it is a housing

development.) We did a few rolls and loops before we landed. I was hooked on flying RV airplanes and Fred! Fred and I dated for many years, usually taking a flight in his plane, or my plane. Sometimes, when we both really wanted to fly, we would take two planes and meet at an airport. It kept us from having arguments!

Fred and I got married in 1997. Fred had bought a Navion in California, so we went out to California for our honeymoon. We flew along the coast to Oregon. While in Oregon, we stopped to visit the brother of Richard VanGrunsven, the RV aircraft designer. I casually said to Jerry, "Someday I plan to sell my Cessna 172 and buy and RV6A." Well, he just happened to know someone who was selling a "cream puff" RV6A. I went to see the plane and I was hooked again! Our honeymoon was spent doing aircraft inspections and test flights! We flew home in the Navion, then went back and flew from Oregon in my new RV6A. Now, can you think of a better honeymoon than that?

When I got home, I needed to sell my Cessna 172. Something especially nice happened...we met some wonderful people while selling my airplane. Larry and Ginger Osborne bought my Cessna, and then Ginger learned to fly (with her husband and Abbie Friddell's instruction.) Larry and Nancy Blazak came over to buy my plane, but instead bought Fred's Cessna 172. Even though they have "kissed our 172's goodbye" and upgraded to faster aircraft, we have remained good friends. Isn't that one of the many benefits of flying...meeting great people who love to fly?

I retired in June after thirty-five years of teaching elementary school. Hundreds of children listened to thousands of flying stories from me throughout my teaching career (my captive audience.) Perhaps some of them might be pilots now.

You might have seen my RV6A at various airports without me. My husband Fred retired in February from flying the United 747-400 as captain and is used to having a fast airplane to fly. Well, even though my RV6A isn't as fast as a UAL 747, it is faster than Fred's "macho tail-dragger" RV4. That is why you might see Fred flying my plane.

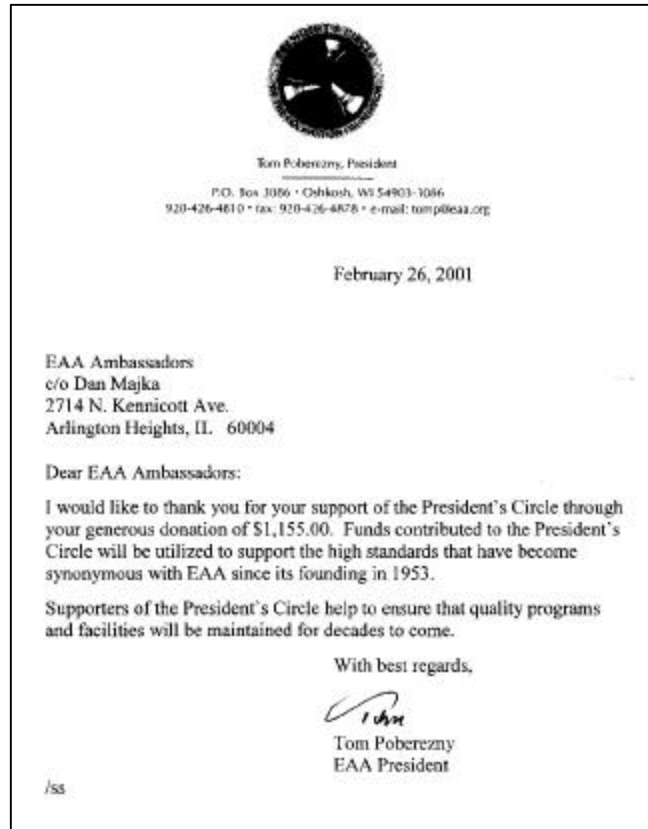
Now.....why am I the "Calendar Girl?" I had my RV6A featured in the 1999 RV calendar. When one is gorgeous, they always find you! (I'm referring to N346RV, of course!) Has anyone not guessed who I am yet? .....  
*I'm Judy Meyer*

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## Good News.....

Julie Savage confirmed by telephone that she has is a successful bidder to fly the Embraer Jet OUT OF CHICAGO! Julie's bid is effective May 7<sup>th</sup> of this year. Congratulations Julie!

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## The Safety Corner.

*By Ole Sindberg*

### Runway Incursions.

You are the only one who can prevent a runway incursion by the airplane in which you are in command. A real possibility of an accident exists with every runway incursion. Just what is a "Runway Incursion"? The FAA's definition, simplified, means that anytime an aircraft or vehicle in the vicinity of a runway results in inadequate separation with an airplane taking off, landing or even taxiing, is a runway incursion.

*(Continues on page 5)*

## The Safety Corner. . . . . (continued)

When operating at an unfamiliar airport, it is most important that you have an airport diagram readily available. Have pencil and paper handy to write down the taxi clearance. When in doubt, ask for a "progressive". ATC may tell you to hold short, or the controller may clear you into position to hold, or clear you for takeoff. Now, just because the tower has cleared you, does not relieve you of the responsibility for maintaining safe separation. Your head should be on a swivel looking for obstacles, whether they be airplanes, ground vehicles, or even pedestrians.

When crossing runways while taxiing, really look both ways and be aware that there may be an airplane on short final, landing on the wrong runway. Be sure that you are not using a closed taxiway or runway. Take nothing for granted. This is especially true during low visibility operations. At too many tower controlled airports a frequent response from a pilot who expects to hear "cleared for takeoff", but was actually given "cleared into position and hold", is to simply answer "Roger" and/or give the N-number of his airplane. The pilot is setting himself up for a potential problem. Always repeat your clearance back to the controller. If you have any doubt at all about that clearance, ask for verification or confirmation. Also listen for other communications on the frequency; they may be important to your operation.

Flying in and out of non-controlled airports presents a different set of problems relative to runway incursions. While it is not mandatory to announce your position at tower-less airports, it is good operating practice to use the radio as well as ears and eyes to locate other pertinent traffic.

Pilots who hold in position on the runway for any reason, are exposing themselves to have another airplane land on top of them. It is a no-no to pull into position on a runway waiting for another airplane to clear. Never assume other pilots will be following the recommendations of the AIM.

Once again, keep your head on a swivel. A pilot needs to be alert at all times. More than ever, in and around any airport, in flight and on the ground, a sterile cockpit always enhances safety. Pilots must make sure the taxiway or runway, they are about to enter, is clear of any obstacle

that could create a collision hazard. All pilots should know and understand the runway and airport markings and signage.

Visit a control tower if you have the chance. See and learn what is happening at the other end of your headset. Most towers will welcome your visit and it is a rewarding experience. Don't become the cause of a "Runway Incursion".

Keep the green side up....*Ole*

*(Adapted from an article by Verne Jobst in the March newsletter of the CFIA)*

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## 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.

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## Special Raffle

Chapter 790 will have a special opportunity to raffle off some very exciting items at our June meeting. The first 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! The second prize is an **'Escape and Evasion'** silk scarf of the Pacific Theater, donated by Dan Majka, and valued at over \$100.00! These wonderful articles have lots of history, and will be on display at our next meeting. The raffle tickets will be \$5.00, and the lucky winner will be chosen and notified in June.

## Under New Management

The newsletter banner is different! The names are different and the day that all of us have dreaded has come to pass. Alex and Carol Von Bosse, who together have shown us that excellence has no limits, have stepped down as our newsletter editors. The reason is that Alex has taken on a new job with new responsibilities and new challenges. Alex, we wish you well.

Alex and Carol have set the pace, and raised the bar very high for the next editor (3<sup>rd</sup> Place Winners in the Whole World!). Naturally, I nominated Abbie for the job. Bad move! Abbie said that she is management and guess where I stand? Oh boy!

Fortunately, several members have offered their assistance. We accept their offers and expect to have a newsletter staff so that any member can take a vacation or attend to other personal activities without worrying that the newsletter may not get out. This is where YOU come in. The newsletter staff will be depending on everyone in the chapter to provide news, humor, pictures, and stories and maybe even some of the production chores. As I mentioned, Alex and Carol have established a very high level of excellence and it will require the efforts of us all to try and maintain that excellence. We will be depending on you.

On behalf of the entire chapter we thank you, Alex and Carol, for all the hard work and dedication that you have put into “Winds Aloft” for so long. We, the new newsletter staff, and we, the Chapter 790 membership, are going to work very hard to try and live up the standards you have set.

### 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.

*NOTE: EAA Chapter 790 does not project or accept any responsibility for the participation by any newsletter reader or Chapter member at any fly-ins, functions, forums or events that may be publicized in this newsletter. All material herein of a technical nature is for reference only, and is not necessarily recommended or approved by the editor of this publication or any official of Chapter 790. This publication is produced only as a medium of communication amongst members and friends of Chapter 790.*

### 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**

**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 thicknesses .032-.064; **Call Steve Flattum (815) 526-3194**

**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**

**We apologize!** We know we left out your ad or your favorite article. We were constrained by time on our first effort but future newsletters will bring back what you missed the most. And, we would not have gotten this far without the help of Alex and Carol – *They are **wunderbar!***

### 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!

### NEWS FLASH – WOW!!!

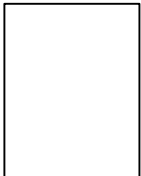
Our own **Chrissy Naber** has been awarded the ‘Women in Aviation/Aviation Employment Placement Service Scholarship’ valued at more than \$60,000!!! She will be flown to the Reno WIA Conference on March 22<sup>nd</sup>, to receive the award. Congratulations Chrissy. **WOW!!!**

## Pre-meeting Checklist

- Name Tags Worn
- Chapter Videos to return to meeting
- Chapter Tools to return to Ole

EAA Chapter 790 meets on the fourth Tuesday of every month in the lower level of the South Barrington Village Hall unless notified otherwise in the newsletter. The South Barrington Village Hall is on Tennis Club Lane, which is located two stoplights north of the Barrington Road exit from the Northwest Tollway (I-90) on the west side of Barrington Road. The doors open at 6:45 PM with the meeting starting at 7:30 PM. Park in the far west lot behind the Village Hall.

The Newsletter is always looking for interesting articles and pictures by our chapter members. If you have written anything or would like to write something or have pictures that you believe would be of interest to the chapter members, please submit what you have. The newsletter staff prefer that you e-mail your articles to [pjfriddell@cs.com](mailto:pjfriddell@cs.com) or [abbiénair@cs.com](mailto:abbiénair@cs.com). We prefer text written in Microsoft Word, however, you may submit the material any way that is easiest for YOU! We also accept Hand written, faxed (847) 382-6217 (CALL 847.382.4180 FIRST however). We will accept floppy disks (IBM Format), Zip disks (IBM format). Bring it to the meeting or mail it to **Abbie Friddell at 166 Harbor Rd. Barrington, IL 60010-1531**



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