

Winds Aloft



P.O. Box 1206 Barrington, IL 60010
July 2002



Pledge of Allegiance

I pledge allegiance to the flag of the United States of America
And to the Republic for which it stands,
One Nation under God, Indivisible, With Liberty
And Justice for ALL

The Editors and Staff hope that
You ALL enjoyed a safe and happy
4th of July



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From Ron.....



Hi 790,

The time has come....AirVenture 2002 is almost upon us. By the time you read this my (Mike Titre's) camper van is in position at our campground site and a large area is staked off. I will return to Oshkosh on the 18th to begin

setting up the CARTS program and helping Dick Nocenti with whatever needs to be done. Dick has a new job for the Ambassadors involving putting up daily info onto about 18 kiosks early each day. I will have all the instructions by the time you arrive there. We will be more in control of the carts this year with a "sign out" and "sign in" system. Hopefully we will not have the problems getting the carts that we had last year. We have been assured that things will work smoothly.

I will have weekly passes to hand out at the meeting on the 16th for all who met the 20-hour minimum volunteer service of last year. So attend that meeting for sure OR call me so I can mail them to you in time. My cell phone number is: 1-847-997-0801 and during the convention, I can also be contacted at the Membership Services tent on the EAA phone system.(TBA)

We had a great presentation last meeting, by Lynne Eaton and Donna Anderson. Lynne owns and flies her early Piper Tri-Pacer 135. She and Donna flew to Barrow Alaska and prepared a fine video of the trip which we all enjoyed. It was very informative for all who have never taken a trip like that. Our own Herb Gottelt did the trip with a group of Kitfox drivers just last month. Herb arrived at the meeting, sporting a neat beard and moustache. He arrived home from

his trip the night before our meeting. Hey Herb!! Welcome home!

We are having a fly/drive to Rantoul on the 13th of this month. If you are planning to go, please let John Vlastic know ASAP. Pilots especially, sign in so we can fill any useable empty seats that you may have.

Chrissy and Katie Nabor brought along a couple of young friends to the meeting to check us out. This is what we encourage. Youth is the future of Chapter 790 as well as all EAA. Thanks girls!

Hope to see you at the meeting on the 16th.....Stay well,

Ron

Calendar of Events for 2002

July 13..... Fly-out, Rantoul Museum
July 23 thru 29..... AirVenture 2002
Aug 10..... Young Eagle Rally – C77
Aug 10..... Picnic – Poplar Grove Airport
Aug 25.... Ken and Polly's Day at the Hangar
Sep 7 Bill Rose's - Chapter Picnic
Sep 14 Young Eagle Rally – LITH
Sep 24 Chapter 790 Meeting & Auction
Oct 5..... Young Eagle Rally – LITH

Contact John Vlastic for changes, details, or questions – Home Phone 847-524-1857
Email – jvlastic@lunt.com

Don't Forget the Rantoul
Fly-out/Drive-out This
coming Saturday July 13th.
Pilots with available
seats and members
desiring a ride, please call
John Vlastic (847) 524-1857

Highway map included in back of newsletter

Important Reminder!

The July meeting (**Tuesday, July 16th**) **will begin sharply at 7:00 PM** instead of 7:30. The reason is that this is the **last meeting before AirVenture 2002**. Wristbands will be available for eligible members. Dan Majka and Mike Titre will brief the chapter on camping techniques. Ron Liebmann will brief the group on the Ambassador, and the C.A.R.T.S. programs. Dan Majka and Dana Holladay will be looking for KidVenture volunteers.

If this will be your first year with the group --- this will be a particularly important meeting.

Our guest speaker, Pat Halloran, will share his experiences flying the SR-71 Blackbird.

Ole's Safety Corner....

Propeller Safety Revisited

Contributed By: Jay Friddell

Propellers, when they are performing the job of propelling the airplane through the air, are simple, reasonably efficient devices. However, on the ground, sitting benignly with the engine shut down, they can become cruel and vengeful. They are capable of cutting, maiming, and killing in the blink of an eye if not given proper respect.

All too often we read in an accident report that someone moved the propeller blade slightly during a walk-a-round inspection, or when pulling the airplane out of the hangar and the engine started! The results have been everything from bruises to death.

How can this engine start, when, normally it requires several seconds of grinding the starter? Well **first** you need a small charge of fuel in the cylinder that could be left over from the last time the airplane was flown. **Second** you need a "hot" ignition. This could be the result of accidentally leaving the ignition switch "on", or it could be a broken "P" lead. **Third**, you need to move the propeller just enough for the

"impulse coupling" to send an electrical charge to the ignition circuit. This movement can be as little as a few inches of propeller movement.

To prove just how easily this works, the next time that you are going to shut down the engine for a short period, maybe, while having a hamburger in Janesville, shut down your Lycoming or Continental with the "ignition switch" instead of the "mixture control". When you come back to the airplane, just switch on the ignition and hit the starter. If your airplane is like my Cherokee, the engine will start within one quarter of a turn. WOW! In fact, when I go out flying with multiple stops, I try to make it a point to shut down at least once using the ignition instead of the mixture control. I do this as one additional check of the "P" leads. If the engine continues to run when you switch off the key – then there is a broken "P" lead and the airplane needs to visit a mechanic right away. *(You must use the mixture control to shut down before putting the airplane away. If you don't, the fuel charge can wash the oil from the cylinder walls and you are setting up a dangerous situation for the next time the airplane is used.)*

There are ways to protect yourself against unexpected starts:

1. Never stand, or allow any of your guests to stand with any portion of your/their body within the propeller arc unless required by the inspection procedures or maintenance. Abbie and I like for guests to remain at least six feet from the propeller
2. Always check that the ignition switch is "OFF" and the mixture control is in "Idle cutoff" before moving the propeller.
3. Whenever you move the propeller for any reason; pulling through a few blades to pre-lube the cylinders, moving the propeller to access a preflight function, or aligning the propeller horizontally to connect the tow-bar. ALWAYS treat the propeller as if you are hand-propping the engine and assume that the engine is going to start. Shift your weight back so that if you should fall, you will **fall away** from the propeller
4. I don't want to enter the controversy of
(Continued on page 5)

(Propellers Continued)

whether or not you will damage the vacuum pump by turning the engine counter to it's normal rotation, however, if you are just repositioning the blade, I recommend turning the engine backwards because this motion will not engage the impulse coupling.

Remember, that peaceful looking propeller is just waiting to attack, the minute you become careless.

Jay

Young Eagle Report

By: Ron Palascak

Thanks to all the 790 volunteers who braved the 90+ degrees heat Saturday, June 22, for the Young Eagles Rally.

Sixty-two young eagles were flown by our pilots in six aircraft. The day started off with a flurry of activity, slowed down for a while, then started jumping again.

Ground crew and pilots took a break and enjoyed pizzas and soda for lunch. Some flying remained, with the last young eagles taking their flights around 1:30 PM in the afternoon. As always the most frequent comments heard were "awesome" and "can I go again". The kids really love these rides, and the parents can't believe that the rides are free!

Again, thanks to all the volunteers for giving of your time and talents to give these young eagles a ride that they will remember for a lifetime.

Make sure to mark you calendar and make plans to attend the next Young Eagle Rally / Chapter 790 Picnic at the Poplar Grove Airport on Saturday, August 10th. We need volunteer Pilots, and Ground Crew. After flying, we will gather for a chapter picnic and a little hangar flying.....Don't Miss it! You're guaranteed to have fun!

Your Young Eagle coordinators ...

Dana Holladay and Ron Palascak

Congratulations!

To:

Jeff Wilson for passing the flight check and becoming a licensed Private Pilot!!!! Well Done!

Dean and Glenda May for becoming the proud new grandparents of a handsome baby boy!!!

The Youth Corner

A Visit to Ellsworth AFB



By: Katie Nabor

The Rapid City, SD airport is nothing like O'Hare, or even Minneapolis, although it does have four gates compared to Grand Fork's two. I arrived at the airport around 2:30 and had to wait for the shuttle to the base until 6 pm. I

assumed all twelve of the cadets traveling to the base would be alone, so as each flight came in I looked for lonely looking kids about my age. By six o'clock when the van came four of us cadets had met and practically heard each other's life stories. Colonel Hankins arrived in a very nice 12-person van that we all got to know rather well that week. We were handed 'sack' dinners and milk cartons to eat on the 20-minute drive to the base. Ellsworth AFB sits in the beautiful black hills of South Dakota. At least it was beautiful in the spring...! The base is rather small, its only mission being to support the B-1B Lancer. This year was the first year that field training, AKA boot camp, was being held for ROTC cadets at the base. Because of a lack of communication both ASSIST (visiting freshman like me) and field-training cadets were scheduled to be on the base at the same time. Part of field training is the 'surprises' you get when you arrive and the day-to-day routine. Despite how hard the officers tried to keep us separate from the field-training cadets, we lucky 12 cadets got to witness a week of field training. These kids had it easy during their 60-degree days while other cadets were sweating down in Texas or Florida. (Continued on Page 6)

(Youth Corner: Continued)

We were given a few minutes to unpack and then we met with Colonel Hankins at 8pm to fill out paperwork, fun. After we were released we all gathered in a cadet's room to watch a movie, shine shoes and iron our uniforms for the next day. We each had our own private suite in the visiting officer's quarters – not bad compared to dorm life! Not that we spent much time there – we were up and piled into the red van by 6:45 the next morning to get breakfast before the field training cadets arrived for their meal. Our first stop was at the tire shop for the B1-B bomber. We were supposed to see a B1 in a maintenance phase, but they had finished it earlier than expected. We then went to the building where they assemble bombs for the B1. We got a short briefing on the different types of bombs and defense systems (at least the ones that aren't classified!) and then put one together. After lunch we visited the military dogs. They have 5-6 dogs on the base, but one or two are usually deployed at a time. They do everything from local work in Rapid City to following around the President and sniffing things out overseas. From there we went to visit the fire department. The firemen there seemed to be a lot like the pilots. They had their own building full of foosball and pool tables, recliners, and guys just having fun. They had a 'new' type of fire truck that looks like a big toy, they had gotten it up around 100mph, which I understand is fast for a fire truck. Instead of having the usual front seats, the cab had one seat nearer to the center. There was a hose type thing on the front controlled by a joystick in the cab, it was just neat. We all took turns spraying the hose and of course it ended up in a big water fight. From there we went to an EOD demo, I forgot what it stands for, but it's something to do with the disposing of bombs and other explosives. They had a neat little robot that can go pick things up by remote control. One of the guys got to try on the suit they wear while dealing with explosives, which weighed quite a bit (around 80 lbs or so), but he still did 10 pushups for us. After that we visited the RAPCON for the base. I had just finished reading TRACON, a book about O'Hare's radars, so I found this pretty interesting. There was only one other pilot besides me in our group and we both got a lot out of the tour, but the rest of the kids didn't understand much of it. We picked up our dinner from the flight kitchen and left for Mt. Rushmore, about an hours drive. Those pilots

get good packed dinners. I was still eating mine 2 days later! I thought Mt. Rushmore was really impressive, and Crazy Horse is going to be awesome when it's finished too.

On Wednesday we started off with a tour of the 37th and 77th Bomb Squadron. Saw about our 5th power point presentation, and chatted with the pilots. After lunch we all got about 30 min on B-1 sim. time. That was really cool. The sim. was full movement and the inside of the cockpit was as realistic as it gets. I got to take off and land and cruise around at 200 feet going 450mph for a while. It was really neat. That night we played laser tag for about \$1.50 a game at the base, that was really fun too. Colonel Hankins was pretty good!

On Thursday we shadowed different officers. I followed a B1 pilot in the morning. He was planning a fly-over at an Officer's retirement in Ohio for the next day. A lot of his flight plan was done exactly as we do ours, it was neat to see. We ate lunch at the Officer's Club and then I headed out with a meteorologist to follow him around for the afternoon. (My major is meteorology) The meteorology building is right on the flight line and the windows overlook the flight line and the black hills. From the Officer's office we could see Mt. Rushmore as a speck in the distance, pretty neat. That night we sat out on the flight line from 8pm until about 10:30 waiting to see two B-1s take off. The jets take off, every time, with full afterburner and I've been told that is quite a sight in the evening. After a two-hour maintenance delay we got permission to drive up and down the runway in our red van. We were, of course, being escorted by security forces, but the Colonel got the van up around 50 before they got too mad. At about 10 o'clock we were finally notified that the flight had been cancelled because of a maintenance problem on one and they couldn't find another aircraft to replace it. Figures.

The trip went really well. When we received our PDT's some kids from UND got to go to Keisler AFB, where they do the flight training, they got T-38 and T-37 rides, others went to New Jersey, or Texas, I was a bit disappointed when I got my assignment to SD. I thought going to school in ND was about all I needed to see of the Dakotas, but I really had fun on the trip and South Dakota is a beautiful state, at least around the black hills!.....*Katie*

Know Your Fellow Members.....

Bud Herod – Part I

(Normally, we see just a few columns of biography on our members. However, Bud Herod's story is very complete, and very interesting. We know that, like us, you don't want to miss a single word of his, so we are running "Bud Herod" in multiple parts. Don't miss Part II next month....ed)

By: Bud Herod

It was so long ago and yet it seems only yesterday that Dad took my three brothers and myself on our first airplane ride. The plane was, I believe, a Convair 440 for North Central, making commuter hops out of O'Hare towards Milwaukee and points North. Anyway to me, at ten years old, it was huge and I had goose bumps from my toes to the hair on my head when the fires were lit and black and blue smoke belched from the exhaust stacks obliterating the view out the windows on both sides of the plane. The takeoffs and subsequent arrivals from O'Hare to General Mitchell and back to O'Hare provided me with a prolonged rush that I have never experienced outside of flying an aircraft.

I wanted to taste this thrill again, but the opportunity did not present itself until I was out of high school and had a steady job, which also meant I had precious little time to even think about flying, or aircraft, and besides, the military was strongly hinting I would look good with an M-16 in my hands somewhere out of the states. So, I went down to see my "Overly Friendly" recruiter and signed up in the Blackshoe U.S.N.R. since they said I could sit it out right here at home as long as I attended monthly meetings and "Somewhere down the line take a short cruise or two on a ship; not slogging around in some jungle." I thought that here was my opportunity to get my pilots' license, AND I would request an aircraft carrier so I could remain close to these wonderful beasts of the air. I started flight training at Sally's Flight School out of Palwaukee in 1964 and I was in love. There was nothing as wonderful as doing inside loops and barrel rolls with my instructor in a J3 CUB when one of his buddies would pull up on our wingtip in a Stearman or a Waco. He did put his foot

down though when I tried to answer his friends' challenge to do an outside barrel roll around him. Cubs can do that can't they on a hot summer day, with two people, without inverted oil???? I became known as 'Lucky Lindy' for such innocent things as attempting to slip to a full stop landing in a cemetery after my instructor pulled an engine failure on takeoff on me (we noticed they were having a funeral service there just before my wheels were to touch down) and for practicing takeoffs and landings to a full stop on winter days when NO one else would even start their aircraft much less try to taxi on the perfectly smooth glaze ice all over the taxiways and runways. Then there was the incident when I was doing touch-and-go landings at the correct pattern altitude and failed to notice another aircraft slide into the pattern just ahead of and about 25 feet below me. I thought it was right neighborly of everyone to come out of the flight shack and wave to me; some of them seemed to be pointing at the ground so I waved my wings back at them and decided that they wanted me to call it a day. I opted to do a perfect three point dead stick landing so I could just tap the brakes and sit at the approach end of the runway and wave back to them. Well, that's what I did; totally unaware of the Airknocker (Pet name for an Aronica 7-AC.. Ed) and the fact he was attempting exactly the same maneuver. I came in so slow, with the stick buried so far in my gut that I thought I was going to hook the fence with my tail wheel. I surprised myself with a perfect three pointer, and further by tapping the brakes only once to come to a full stop. Only then did notice the pair of wings spreading from the sides of my engine nacelle. I grabbed the overhead and pulled myself up to look over the nose and there about 4 feet in front of my slow turning prop sat a 7AC Aronica with one very surprised, very scared pilot. Between our collective set of drawers we could have plugged up the Chicago Sanitation District.....**Bud**

Next Month – Part II, "The winter of 1965 had me getting close to my private pilot's license".

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.

Needed! KidVenture Volunteers!

Are you planning to attend AirVenture in Oshkosh this year? Would you like to volunteer part of your visit at KidVenture? Please sign up with Dana Holladay at the regular meeting on Tuesday, June 16th (**remember – the meeting starts at 7:00 PM**) Dana needs to know your availability in order to complete the volunteer assignments.

If you cannot be at the meeting but would like to volunteer, **Call Dana Holladay at one of these phone numbers:**

Work: 847-537-3050

Home: 847-526-4916

Cell: 847-830-2553

Needed! Ambassador and C.A.R.T.S. Volunteers!

Are you planning to attend AirVenture in Oshkosh this year? Would you like to volunteer part of your visit as an EAA Ambassador or C.A.R.T.S. driver? Please sign up with Ron Liebmann at the regular meeting on Tuesday, June 16th (**remember – the meeting starts at 7:00 PM**) Ron needs to know your availability in order to complete the volunteer assignments.

If you cannot be at the meeting but would like to volunteer, **Call Ron Liebmann at one of these phone numbers:**

Home: 847-352-8282

Cell: 847-997-0801

Yes! You can volunteer in both areas if your schedule permits!

NEW THIS YEAR!

*****At The Chapter 790 Camp site*****

New for Chapter 790 Campers this year, Ken Kresmery and Tom Solar are providing a tent, 33' X 15', with picnic tables and grill(s). Chapter breakfast and dinner to be served at the tent.

TYPICAL MENU'S

BREAKFAST:

Coffee, Coffee and more Coffee-Fresh brewed and for the impatient, instant. Other breakfast items are: Eggs, sausage, bacon, Spam, chip beef on toast, corned beef hash, orange juice, and tomato juice.

DINNER:

Spaghetti and meatballs, salad, garlic bread, Sloppy Joes and Potatoes chips, Hot Dogs, Italian sausage, Brats, Ribs, Sweet Corn. Each day will have a different meal.

DRINKS:

Soda, Beer, Wine, Bottled water

The idea is to present simple and convenient meals at a low cost to 790 members and their guests. Any profits will be donated to the chapter. **We need volunteers to help with the food, cooking and set up.** *We will not be providing dinner at the 790 tent on the day of the Pig roast*

Contact Tom Solar at solartm@aol.com with your comments, suggestions and number of people/meals who would be interested in breakfast and/or dinner. Upon receipt, a shopping list can be obtained along with costs and suggested pricing.

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 Great headset. Asking \$125. Contact:
Ron Liebmann 847-352-8282

For Sale: Two dial-indicating mechanical fuel gauges, lever-action, used but in excellent condition, varnished cork floats, list \$44 each, \$25 for both.
Contact: **Mike Perkins, 847-788-1791.**

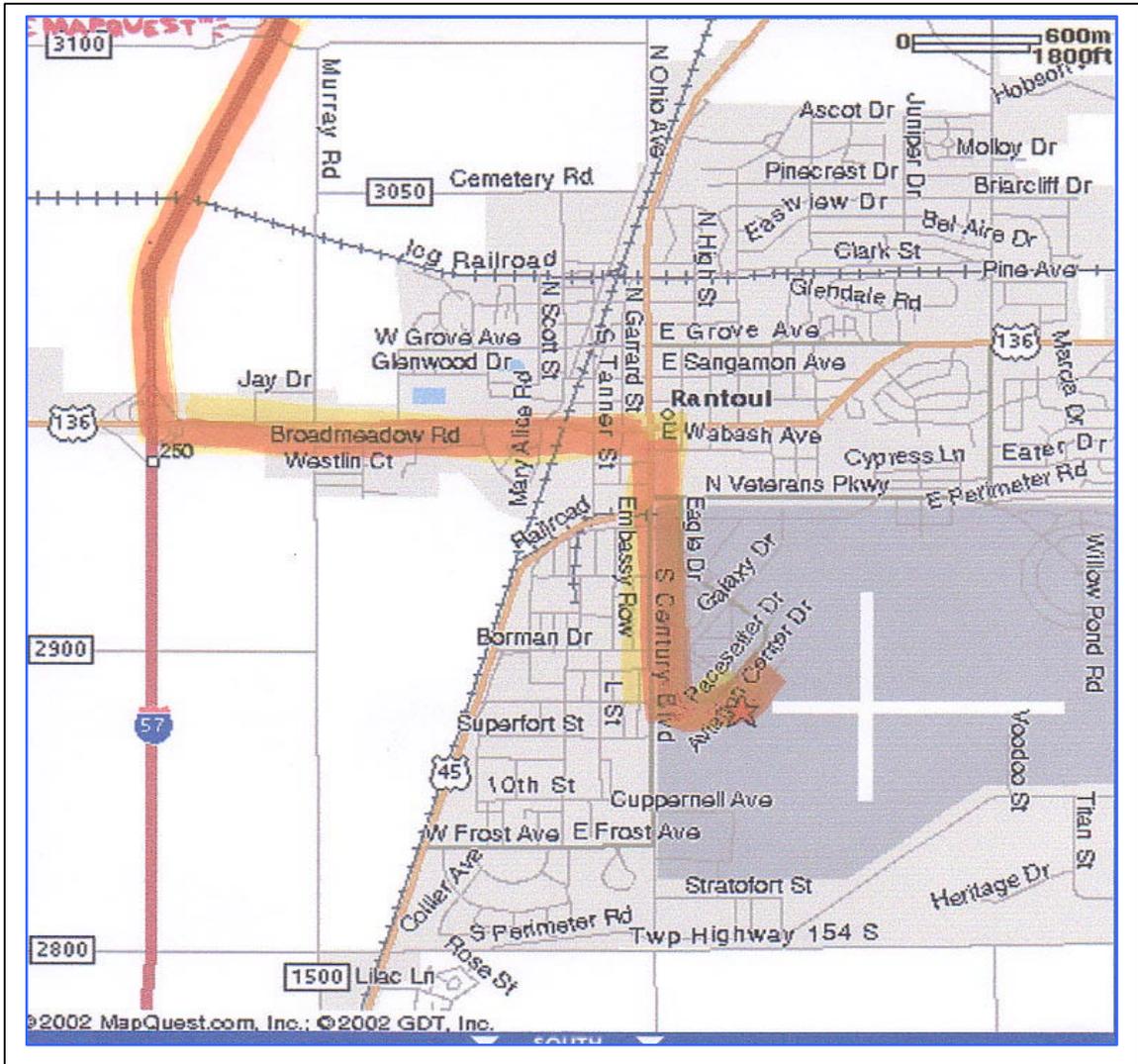
Looking for partners: in the ownership of an Air & Space 18A certified gyroplane (auto gyro),. This is an opportunity to be involved with a very unique and fun aircraft. Contact: **Ken Kresmery, 847-742-0000** or **John Vlasic, 847-524-1857.**

Has Your Address or Email Changed???
 Mail or email your changes to Dave and Jan Stadt – email: dhstadt@ameritech.net or mail to Chapter 790 post office box 1206, Barrington, IL 60010.

Would you like to receive your newsletter by email? If so, please notify Jay or Abbie at:
 Phone: 847-382-4180
 Email: abbiennair@cs.com
 Email: pjfriddell@cs.com
 Each member who elects to receive the newsletter by email saves the chapter about \$1.00 per month.

The Regular July meeting will be held at “Barrington Banquets” barn on Kelsey Road, just North of Northwest Highway, (Hwy 14). And just across the street from the “Kelsey Road House”. **THIS MONTH ONLY, THE MEETING BEGINS SHARPLY AT 7:00 PM.** If you are planning to attend AirVenture 2002 and camp with Chapter 790, be sure to attend this meeting!!!!

Guest Speaker this month is Pat Halloran, SR-71, Blackbird Pilot.



Highway Map to Rantoul Museum (Old Chanute Air Force Base)