

# Winds Aloft



P.O. Box 1206 Barrington, IL 60011  
April 2003



The Chapter 790 Banquet  
And Did We Have Fun!!!



# EAA CHAPTER 790 STAFF



## OFFICERS

### President

**Dana Holladay**  
(847) 526-4916  
[DANA@aftv](mailto:DANA@aftv)

### Vice-President

**Tom Solar**  
(847) 468-9437  
[Solartm@aol.com](mailto:Solartm@aol.com)

### Secretary

**Nancy Blazyk**  
(847) 837-6071  
[N9423H@aol.com](mailto:N9423H@aol.com)

### Treasurer

**Teri Fischer**  
(847) 368-8223

## PROGRAM YOUNG EAGLE

### Dwight Zeller

(847) 524-3973  
[zellerd@worldnet.att.net](mailto:zellerd@worldnet.att.net)

### Ron Palascak

(847) 658-7963

## PROGRAM & ACTIVITIES

### John Vlasic

(847) 524-1857  
[jvlasic@lunt.com](mailto:jvlasic@lunt.com)

## NEWSLETTER

### Jay & Abbie Friddell

(847) 382-4180  
[pjfriddell@cs.com](mailto:pjfriddell@cs.com)  
[abbiennair@cs.com](mailto:abbiennair@cs.com)

## WELCOME/MENTORS

### Abbie Friddell

(847) 382-4180

### Nancy Blazyk

(847) 836-6071

### Barbara Wilson

(847) 426-7206

## DIRECTORS

### Steve Amy

(847) 359-8767  
[paratrek@attbi.com](mailto:paratrek@attbi.com)

### Lon Danek

(847) 381-4286  
[ldanek417@aol.com](mailto:ldanek417@aol.com)

### Jay & Abbie Friddell

(847) 382-4180  
[pjfriddell@cs.com](mailto:pjfriddell@cs.com)  
[abbiennair@cs.com](mailto:abbiennair@cs.com)

### Herbert Gottelt

(847) 439-3397  
[gofalke@aol.com](mailto:gofalke@aol.com)

### Ken Kresmery

(847) 639-2177  
[kenk@mc.com](mailto:kenk@mc.com)

### Tom LeGates

(847) 426-1791  
[tlegates@ameritech.net](mailto:tlegates@ameritech.net)

### Ron Liebmann

(847) 352-8282  
[rliebmann@attbi.com](mailto:rliebmann@attbi.com)

### Dan Majka

(847) 818-9522  
[dmajka@dist214.k12.il.us](mailto:dmajka@dist214.k12.il.us)

### Ron Palascak

(847) 658-7963  
[rgpkp1@ameritech.net](mailto:rgpkp1@ameritech.net)

### Mike Perkins

(847) 788-1791  
[michael.Perkins@rauland.com](mailto:michael.Perkins@rauland.com)

### Julie Savage

(847) 516-4201  
[rjgirl@aol.com](mailto:rjgirl@aol.com)

### Ole Sindberg

(847) 639-5408  
[oleeva@mc.net](mailto:oleeva@mc.net)

### John Vlasic

(847) 524-1857  
[jvlasic@lunt.com](mailto:jvlasic@lunt.com)

### Alex & Carol Von Bosse

(847) 669-3221  
[andgraph@mc.net](mailto:andgraph@mc.net)

### Dwight Zeller

(847) 524-3973  
[zellerd@worldnet.att.net](mailto:zellerd@worldnet.att.net)

## SPECIALTIES

### Glen Brisson:

Flight Advisor  
(847) 438-7786

### Clyde Ericson

Flight Advisor  
Tech. Counselor/gen.  
(847) 382-6675

### Steve Flattum

Flight Advisor  
(815) 765-1849

### Abbie Friddell

Flight Advisor  
(847) 382-4180

### Jay Friddell

Flight Advisor  
Tech. Counselor/Gen.  
(847) 382-4180

### Herb Gottelt

Flight Advisor  
Tech. Counselor/Gen.  
(847) 439-3397

### Jim Jackson

Flight Advisor  
Tech. Counselor/Comp.  
(847) 949-2200

### Ron Liebmann

Flight Advisor  
Tech. Counselor/Gen.  
(847) 352-8282

### Ron Palascak

Tech Counselor/Gen.  
(847) 658-7963

### Mike Perkins

Tech. Counselor./Elec.  
(847) 788-1791

### Ole Sindberg

Flight Advisor  
Tech. Counselor  
Systems/Metal/Flt Test  
(847) 639-5408

## WEB MASTER

### Jeff Wilson

(847) 426-7206  
[jlbswilson@dis.net](mailto:jlbswilson@dis.net)

## From Dana.....

### I Need Your Help...Dana Holladay



Well, when I sat down to write last month's article, the sun was shining and the mercury was pushing 60 degrees. This month, I can

stare through my office window at Palwaukee Airport and watch a yellow loader pushing large quantities of slushy snow and ice to the edges of the parking lot. How does that old saying go? If you don't like the weather in Chicago, wait a minute...I think I'll wait a minute!

Fortunately, April brings many good things including longer days, warmer weather (most of the time), and the unofficial start of the fly-in season. The last Saturday of this month also brings our first Young Eagles rally, and this is where I need your help. Without a few new volunteers, there is a strong possibility that we will be short on pilots and ground personnel this month. Several of the "regulars" have indicated that they will be unable to attend due to conflicting schedules. Please take a look at your calendar and if you are able to spend a few hours at Lake-In-The-Hills Airport on Saturday, April 26th, we can give quite a few kids something they will be hard-pressed to find anywhere else...a free ride in a small airplane! Many hands make light work, so come on out and join us if you can!

We will take a poll at the general meeting to determine roughly how many people we will have to staff this event. However, I know not everyone will be able to make it to the meeting. So if you can help at the rally and you can't make it to the meeting on April 22nd, please call or e-mail Dwight Zeller or me so we will have a better handle on who will be there

on Saturday. There are a lot of ways to spend a Saturday, but few are as enjoyable and fulfilling as introducing young people to aviation. And remember, anyone can help with ground support, and any certificated pilot who is a current EAA member with a legal, insured aircraft can fly Young Eagles. So if you know anyone who would like to help, by all means invite them to participate! I hope to see you there!

Dana

### Calendar of Events

**Apr 26 Y/E Rally.....Lake in the Hills Airport**  
**May 31 Y/E Rally.....Lake in the Hills Airport**  
**Jun 6 thru 8 – Oshkosh Work Weekend**  
*Overnight accommodations and meals will be provided.*  
**Jun 28 Y/E Rally..... Lake in the Hills Airport**  
**Aug 30 Y/E Rally. Location to be Announced**  
**Sep TBA Annual Bill Rose Picnic**  
**Sep 27 Y/E Rally..... Lake in the Hills Airport**  
**Oct 18 Y/E Rally.....Lake in the Hills Airport**

Contact **John Vlasic** for information or to make suggestions for activities, i.e. picnics, fly-outs, museum visits, etc. (847) 524-1857 email: [jvlasic@lunt.com](mailto:jvlasic@lunt.com)

Contact **Dwight Zeller** for Young Eagle information regarding Young Eagle Rallies (847) 524-3973 email: [zellerd@worldnet.att.net](mailto:zellerd@worldnet.att.net)

## Young Eagles Rally

**Our Next Young Eagle Rally is scheduled for Saturday, April 26th, at the Lake In The Hills Airport (3CK). Our first flight launch will occur at 9:00 AM so try to be there by 8:00 AM to help set up. We need lots of help that day. We need: 1) airplanes with pilots; 2) Ground Handlers; 3) Plane Captains, and; 4) Administrative (help parents fill out applications).**

**This will be an important one. Kids are looking for something fun!**

#### In This Issue

From Dana .....	Page 3	Tuskegee With Judy Rice.....	Page 4
Adam Smith, Banquet Guest Speaker.....	Page 4	The Trip Home: Part III.....	Page 5
The Safety Corner.....	Page 7	Mourning Mieigs Field.....	Page 8
Member News.....	Page 8	Buy, Sell, or Trade and Announcements.....	Page 9

# Tuskegee Alabama With Judy Rice.....

By: Judy rice

“06A...Grumman 6300 Lima on final ....all traffic, please advise....”



In these trying times of our nation, we look for ways to count our blessings, bring joy to those around us, and for one moment in life selfishly wrap oneself into a world unknown to most. Sharing the hard-earned gift of flight to Young Eagles is my choice for the day.

Rolling down the well-maintained runway and taxiing up to the small, well-used office, I am greeted by many youthful smiles and parents. Alabama weather proves it's ever-wonderful warmth on this fine February day. The Grumman does not complain with the 70 degrees and full tanks.



A walk around and explanation of the four forces, outside control surfaces, and radio etiquette, the first soon-to-be Young Eagle is strapped in and ready to go.

Tuskegee proves to be an active skydiving and local flying favorite and a watchful eye is needed as we do a left turnout.

Finding the school and each of the Young Eagles homes was an easy spotting with some local geography thrown-in for a learning opportunity and to satisfy the teacher in me. As all Young Eagle pilots know, the smiles are our rewards and I have a full-paycheck today!

After Young Eagle Certificates signed, congratulatory handshakes, and beaming pictures, I taxied out and felt a bit like the Lone Ranger upon lifted-off. The Grumman and I headed west to our new home at 1A9, Prattville, Alabama.



Fortune is mine. Historic Meigs has always been my favorite airport. Add the shoreline flight of Chicago and I counted my blessings many times. Tuskegee now added to the Grumman wheels and my logbook, full of Young Eagle smiles from across the country –

Yes, count we should all count our blessings and share our gift of flight!

Judy

***As you have probably already guessed, Judy wrote this article before Mayor Daley's vicious attack on Meigs Field.....ed***

## Adam Smith, Our Banquet Guest Speaker

By: Mike Titre



EAA Museum director, Adam Smith, was the guest speaker at the Chapter 790 annual banquet on March 15<sup>th</sup>. Adam arrived early enough to mingle with the 790 members and their guests prior to dinner. He used a slide projector to illustrate parts of his talk. Included were a few photos of his hometown of Burley, Lancashire, England and East Faerial Airfield near Edinburgh, where Scotland's national Museum of Flight is located.

Adam arrived in Oshkosh in 2001 to head the EAA Museum and adjust to a new lifestyle. The EAA Museum was already accredited and professional. **Continued on Page 5)**

**(Guest Speaker, Continued)**

Adam was fascinated by the incredible technology programs. He states that it is hard to understand EAA without understanding the convention. He marveled at his first AirVenture that was so smoothly run by so many volunteers. Adam doubts if this can be replicated anywhere in Europe. More airplanes show up at the annual AirVenture than exist in the entire United Kingdom. Also, owning and operating an airplane in the U.K. is five times more expensive than in the U.S.



**National Museum at East Faerial, Scotland**

The air shows in Britain stress choreography, while the air shows in the U.S. feature the performance of individual pilots. Pioneer airport serves as a living history. The B-17 is a good moneymaker and brings the airplane to where the people are. Fundamentally, EAA is about Education. EAA leads aviation and non-profit organizations in this endeavor. The EAA accomplishments in education are 20 years more advanced than in Europe. These are Adam's observations.

Adam envisions the Museum's future as a mission of refurbishing or replacing displays and aircraft as needed. Also, the buildings and physical plant will receive constant attention. Since Education is a primary focus, workshops and education programs will have a prominent place. A museum website, [www.airventuremuseum.org](http://www.airventuremuseum.org), has been established.

Adam arrived at Oshkosh with impressive credentials. Since the age of 10, he has been involved with museums and history every week. As a boy in England, he spent many happy hours interrogating his grandparents about life in the days gone by. He was delighted when he visited the Steam Railroad Museum with his dad and was allowed to polish the engines. He was awarded a B.A. Degree in

History at the University of Leeds in 1993. and a postgraduate Diploma by the University of St. Andrews, Scotland in 1994. He earned his private pilot license in 1998.

During his tenure (1996-2001) as Curator, Museum of Flight, Scotland, visitor numbers increased from 23,000 to 84,000 per year. There was a 500% revenue growth from visitation and retail/catering. He established the annual "Festival of Flight" air show and an award-winning website. He was presented to H.M. Queen Elizabeth II as a national "Young Achiever" in the field of museums in June 1999.

Let Adam tell you, in his own words, what aviation means to him: "I think that aviation encompasses all that I love about history – it is a story about science, technology and progress; and most of all, it is a story that involves people. Through triumphs and tragedies, aviation has touched every human emotion and brought change to the very essence of mankind."

Visit with Adam at [www.airventuremuseum.org](http://www.airventuremuseum.org).

## Mike

---

### The Trip Home Part III

**By: Jeff Dingbaum**

*To recap Parts I, and II, a new pilot, Jeff Dingbaum, decided to buy his own aircraft, a Piper Cherokee 180 that was located in Albuquerque, NM. He and his nine-year-old son, Tyler, left Albuquerque on their return trip with the new airplane. However, the weather did not cooperate and after four days they were still stuck in Texas. Will he make it home in time for Halloween?*



The weather Wednesday morning looked a little better. The ceiling was definitely higher and the temperature/dew point spread was very good. We went to the airport and checked it out. There was a little activity there, a couple of flights came in and departed. A look on the computer and a call to FSS showed marginal VFR, but improving. I called a pilot friend of mine back in the Chicago suburbs for help in plotting a way out, if possible. A lot of discussion ended up with me deciding to fly to Ponca City, Oklahoma, a two hour flight to the east. Ponca City had a long runway, the city was about 30,000, it had rental cars and it was about halfway between Wichita and Tulsa.

**(Continued on Page 6)**

### **(Trip Home: Continued)**

Tyler and I were discussing our plans for getting to Ponca City near one of the guys at the FBO. He was talking to his wife and daughter who had come out to the airport to eat lunch with him. They asked us how we were going to get back down to Gruver, Texas where our plane was located. I told them that I didn't know, but Carolyn the librarian had volunteered to come back up and get us. Cory, the daughter told us that she would take us. We accepted and off we went to Gruver.

I was starting to get nervous about the flight. It was pushing my comfort limits of what I was used to. I had never flown solo in any weather other than few or maybe scattered clouds. I felt that it was safe to go, though. The visibility was unlimited under the ceiling, the temperature dew point spread was very good, the terrain we would be flying over was flat, and there were a numerous airports spaced along my route. My main concern was the ceiling at about 2300 feet MSL.

Tyler and I loaded our bags, uncovered the plane and released the tie-downs. A thorough preflight revealed nothing out of the ordinary, so we jumped in. I plugged in the necessary information into my new Garmin 196 GPS and we took off, waving at Cory as we flew by. I ascended to approximately 1700 feet, which would give me 500 feet under the clouds. The air was smooth and I kept one finger on the chart on my lap as our progress rolled on the GPS. My initial plan was to fly to an airport halfway to Ponca City and continue on if things remained the same or improved. If conditions deteriorated in any way I was prepared to land at any of the airports along the way.

The flight to Ponca City was uneventful. There were a couple of towers that I was concerned with, but not overly. They should be 500 feet below our flight path. I asked Tyler to help me pick them out, just in case. He looked out the window for about 30 seconds and went back to playing his Game Boy. So much for my copilot. I picked them out without a problem, however, and we arrived at Ponca City without incident. The runway at Ponca City is a pretty long one, about 6,000 I think, located North to South. The wind was blowing out of the North pretty good, but even so, the downwind and base legs didn't seem out of the ordinary. Final was another story. My airspeed was too high and I scrubbed off some speed. Even though the airspeed indicator showed us still too fast it seemed as if we were crawling toward the runway. A glance down at the GPS showed us waaay slow so I added power and lowered the nose to increase my airspeed. At this point I'm sure that 99% of pilots using GPS are wondering why I did that. It goes back to my private pilot checkride. My DPE hammered three things into me. Airspeed, airspeed, airspeed. Even though I

performed my short and soft field landings and takeoffs as I had been taught (according to the Warrior pilot handbook), the DPE wanted them a good 10 knots faster.

With my check ride in mind I felt comfortable being faster than required. I didn't want to be too slow on final. The runway was so long I reasoned that I could easily bleed off airspeed before touchdown. It wasn't until later that I figured out where my problem was. Initially I couldn't understand why my airspeed indicator and GPS were so far off. The airspeed indicator showed my airspeed while the GPS indicated my groundspeed. The wind blowing right down the runway slowed my groundspeed. This was a lesson learned in GPS usage, but even more in trusting your primary flight instruments. I made a decision that I knew to be safe even if the airspeed indicator was correct. With the very long runway I had lots of room to scrub off speed. Slow groundspeed made the final touchdown nice and smooth.

We got to try out our first self fuel pump. How fun. We tied down and grabbed a taxi to a hotel. The next morning was more of the same weather, only worse. It was apparent that we weren't going anywhere. It was decision time, do we stay and try tomorrow, which looked excellent or go home commercially? It was Halloween day, Tyler wanted to go trick-or-treating that night. Vicki was leaving for a girl's college reunion weekend trip the next morning and I needed to be back to watch our other son. That sealed the deal. There was no way that I was going to let her miss her much anticipated girls weekend. I called Airtran and booked tickets. We rented a car and drove the 80 minutes to Wichita.

When we got to the airport in Wichita we again had to send our luggage thru the x-ray machine, just as we had to do on the way down. This is apparently the standard operating procedure when someone flies on a one way ticket. Walking to the gate I realized that I had a leatherman tool with a knife blade in my flight bag that I was carrying on. I had forgot to put it in my checked bag. Not only did the x-ray machine not pick it up, but neither did a hand search of the bag. The flight home was quick and we got home in time to go trick-or-treating.

I didn't have a plan to get back to Ponca City, but I did want to go on a weekend so that I wouldn't have to burn any more vacation days. I finally got a VFR day about three weekends later. I have a friend, Reinhart, who had built a Wheeler Express, a fast four place composite homebuilt. We made plans to leave DuPage in his aircraft at 7am. Unfortunately, snow showers looked to delay our departure. Reinhart, my wife, Vicki, and I decided to wait out the snow at the IHOP near the airport. After a nice

**(Continued on Page 7)**

### **(Trip Home: Continued)**

breakfast it was back to the airport. The snow had let up and it was VFR with a 3000' overcast for 10 miles then VFR and clear all the way to Oklahoma.

The trip to Oklahoma took about 3 hours and 15 minutes, pretty fast for a home built! We arrived at the FBO, fueled up the Express and went in to get a bite to eat, but the restaurant was closed. We did, however, get a chance to see a unique airplane up close and personal. The experimental Proetus was in the FBO's hangar. This was a very special aircraft that was designed and built by Burt Rutan for high altitude research and was featured at last years AirVenture. Reinhart and I got a chance to walk around it and watch some of the work they were doing on their avionics pod.

It was soon time to depart. Daylight savings time had ended and it was getting dark pretty early. I took off first, leading Reinhart out in the climb. His engine is an IO360, the same size as the one in the Cherokee, so we were pretty even on climb out. When we leveled off, though, it felt as though I was standing still. Even with 10+ mile visibility he was out of eye-sight quickly.

The flight back was my first in the airplane alone. Reinhart and I talked occasionally on one of the air-to-air frequencies all the way home. We heard a lot of chatter, including an episode where someone couldn't get his gear down and another pilot was going to fly underneath him and check it out. I was also monitoring airport frequencies along my route and heard traffic from airports a loo-o-n-g way away.

All in all, the flight was fun. I was busy monitoring frequencies and gauges, and more importantly, looking for traffic. The map was on my lap and I was following the progress on the GPS. The 3.5 hours to Galesburg, Illinois went quickly. I started to descend to Galesburg just about the time Reinhart started his descent into DuPage, his home airport. He reported a slight cloud level about 3500', but not until he got to the airport. I stopped to fuel up and use the restroom. I still had another hour of flying time left.

The sun was starting to go down when I left Galesburg. What had been 60+ degree temperatures in Oklahoma were now into the 30s. I was glad that Tyler was not on this flight, since it was apparent that I would be making a night landing at Lake in the Hills.

It got pretty dark about halfway back, but it was beautiful when the full moon came out. About this time my tachometer started bouncing around. Not much, within a 100RPMs, but it didn't do that earlier in the day. The engine never missed a beat, though. I pulled out the

flashlight from my flight bag, but it was anemic at best. The overhead red light was enough to follow my progress on the map.

Pretty soon the lights of DeKalb beckoned to me. I was able to pick out the runway lights. A year ago, during flight training I was on a night cross-country with my flight instructor and I wasn't able to pick out the airport until I was nearly in the traffic pattern! DeKalb quickly passed by and I was minutes from home.

As I entered the traffic pattern at Lake in the Hills I was remembering that a night landing would be different than those during the day. On final I kept thinking "don't flare too late, don't flare too late". The plane crossed the threshold and I looked to the left to gauge my progress. Of course I started my flare too late. The ground started to come up fast on me and I pulled back on the yoke a little harder than usual. It settled nicely onto the runway and I was back. It was a long trip, the plane and I were safe, and I learned many, many things during this odyssey.

As a postscript my mechanic looked at the tachometer, lubricated the cable and pronounced it good. My wife also gave me a new LED flashlight that now stays in the flight bag.

All in all it was a great adventure that I will never forget. I got to go cross-country to pickup my first airplane. I spent seven days alone with my son Tyler and we both have memories that will last us a lifetime.

Jeff

---

## **Safety Corner.....**

### **Setting Personal Limits**

**By: Mike Perkins**

*This month's column, since I know all of you, will be in the form of an open letter.*



Dear Chapter 790,

At last month's general meeting, I stood up to speak for a few moments about setting personal limits for yourself. My definition of a personal limit is a self-imposed rule that you will *never* go against because of its possible consequences; for example, no coffee after 8 PM.

In listening to a story of "person-meets-prop" at our meeting, I was reminded of one of my personal **(Continued on Page 8)**

**(Safety Corner Continued)**

limits, so I stood up briefly to speak about it. It involves never letting anyone get out of an airplane with the propeller turning. I set this limit in reinforced concrete a few years ago because of the strong temptation I used to have of asking one of my kids to run back to the hanger for something I'd forgotten after engine start, and also for a temptation to quickly changing passengers while giving rides. The danger was obvious, but the temptation was still there. Finally I created a personal limit about this that I'd never violate, no matter what.

We all have made mistakes that would be irresponsible to repeat, and most of the time we vow not to do them again, but I believe these come under the heading of "learning," and that's not what I'm talking about. Instead, a personal limit is designed to prevent an action or inaction from ever *becoming* something to regret.

I would like to ask each one of you sometime this week to set for yourself one aviation safety-related personal limit. You don't have to tell anyone about it. Just make the solemn promise to yourself, and that'll be plenty good enough.

**Mike Perkins**

---

## **MOURNING MEIGS FIELD**

**By Abbie Friddell**

What do you call a person who does something immoral, illegal and under the cover of darkness? I can think of a number of names and Mayor Richard M. Daley (RMD)...[Runways of Mass Destruction] answers them all! His dastardly attempt at the destruction of Meigs Field on the ludicrous excuse of terrorism has his finger pointed in the wrong direction. His "Blitzkrieg" seems to harken back to another dishonorable era.



In his press conference he said that this closing would only affect a "handful" of people. We need to show him what a handful can do!

EAA, AOPA and others have some well thought out plans, and if we fund and cooperate, we will yet see Meigs rise from the rubble

This may take a while, but this is not the end. It is just the start!

For the latest info and to make a pledge on-line go to:

<http://www.friendsofmeigs.org>

**Abbie Friddell**

---

## **Special News From Chapter 790 Members**

**Hey!.. this is Laura Lawrence at SIU..**I just got back from the airport. I finished taking my FAA private pilot written exam .. and I got a 90% !!! So I am very happy . I have 2 dual flights, 1 solo flight and 3 more hours to go, .then my private grad ride. I just wanted to let you guys (Chapter 790) know how I am doing. I hope all is well and hope to talk with you soon, probably a week and a half for my grad!!!

**Laura Lawrence**

\* \* \* \* \*

**To all, From Herb Gottelt  
(In Germany)**

Weather here is good enough to fly and. I am now staying with an old flying buddy of mine. I flew in a motor glider yesterday.

The class reunion was fantastic. I only recognized four of my former classmates before reading the nametags, and not all recognized me either. Too bad Heidi's and my stay in Old Germany is half over.

**Herb Gottelt**

**Are you still receiving your newsletter by snail-mail? The email version is in full color and arrives at your computer several days earlier Contact Jay or Abbie Friddell at: [pjfriddell@ca.com](mailto:pjfriddell@ca.com), or [abbie\\_n\\_air@cs.com](mailto:abbie_n_air@cs.com) and make the change today**



## The 790 Tool Box



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

Additional items in 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.

Also, for your viewing pleasure Chapter has a video lending library of numerous aviation subjects including the DVD set of "Sport Aviation" issues. Check it out.

## 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 and sponsors may purchase a business card size ad for \$100 per year. Ads for shorter periods are \$10 per month*

**For Sale:** K35 Bonanza (1/3 share) IO-470-C 250 hp, IFR GPS, dual NAV/COM/GS, A/P with altitude hold, Stormscope, Graphic Engine Monitor, Tip Tanks for bladder-busting range. Cruises serenely at 150+ knots while sipping 12 gph. Based Poplar Grove (C77). \$25K  
**Call: Mike Mulcahy at 847-515-3585**

**For Sale:** Large end hangar at The Landings (82IS). 1/3 larger than a regular "T" Hangar. Price \$89,990.  
**Call: Cissy Rawlings 847-361-6666** for info or to view.

## 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.

WINDS ALOFT is published monthly by EAA Chapter 790 for the use and enjoyment of its membership and others to whom it is provided. No claim is made to the accuracy or validity of the content presented in this publication. Editorial content is the opinion of the contributor and does not necessarily reflect the position of Chapter 790 or of the Experimental Aircraft Association (EAA). Permission is granted to others to use any non-copyrighted material appearing in this publication so long as credit is acknowledged. Any copyrighted material appears with the permission of the copyright holder and may not be reproduced without his/her permission.

## UNCLAIMED NAME TAGS

Teri Fischer (790 Treasurer) has some unclaimed nametags that she has been carting around and is wondering if anyone still wants them?

**Here's the list:**

**Mike Bakula, Tom Campana, Glenn Gordon, Richard Kratochvil, Tracy Lunquist, Ed Pearson, Paul Ranieri, Sam Valdez, Laurie Woolard.**

If you've moved away, but still want your tag, let Teri know before they get tossed, ok?

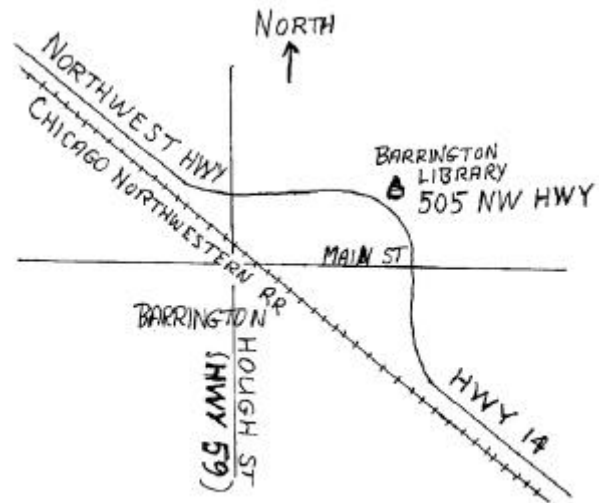
## CONGRATULATIONS!!

Jay Frymark is now legal to have his head in the clouds after successfully passing his Instrument checkride. His interesting story will be in next month's edition.

Mike Griffith will wed Nicole Schnell on May 10th on the beach way up in Nova Scotia! As a true aviator, Mike proposed in a Piper Archer!

### Meeting Reminder

**The April meeting returns to our regular 4<sup>th</sup> Tuesday of the month which happens to be Tuesday, April 23<sup>rd</sup>. The meeting will be in our regular meeting room on the first floor of the Barrington Library. See you there!!!!**

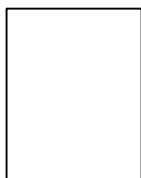


## Pre-meeting Checklist

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

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 [abbienair@cs.com](mailto:abbienair@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 copy, floppy disks (IBM Format), Zip disks (IBM format), and CD's. Bring your article to the meeting or mail it to Abbie Friddell at 166 Harbor Rd. Barrington, IL 60010-1531



Barrington, IL 60011

P.O. Box 1206

790

EVA Chapter