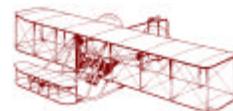


Winds Aloft



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



Adam Smith, Director of the EAA Museum in Oshkosh and our speaker at Chapter 790's annual banquet, provided this exciting picture of the Red Arrows Aerobatic Team in action. Adam's vast knowledge of aviation history as well as his experience as past Director of the East Faerial Museum in Scotland, assures us of a very rewarding evening.

In Remembrance of the Space Shuttle "Columbia".

Our involvement in aviation, our experiences in building and flying airplanes, and our association at AirVenture with the men and women of NASA, who fly and maintain the shuttle program, brings us a little closer to the heroic crews who fly those missions. Our prayers go out to the crew of the Space Shuttle Columbia and their families.



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From Dana.....

MARK YOUR CALENDARS! FLY-INS, THE BANQUET, AND YOUNG EAGLES RALLIES!



By: Dana Holladay

Last month I wrote about the need for everyone to get involved with our Young Eagles program. At this month's board meeting your board members picked five dates for the

year, and I urge you to mark your calendars now, and commit to having some serious fun with your fellow chapter members. The dates are April 26th, May 31st, June 28th, August 30th, September 27th, and October 18th. All of the rallies will be held at Lake-In-The-Hills airport except the August rally which may be held at Poplar Grove. These rallies are always a blast and very fulfilling, so if you have not attended one, come on out and see what you've been missing.

Dwight Zeller has stepped up to the plate as our Young Eagles Coordinator for this year and Dwight really needs our help. He is organizing a Young Eagles committee which will provide the ground and flight support necessary to make these rallies a huge success. I urge anyone who would like to serve on the committee to meet with Dwight at the Barrington Library at 6:30 p.m. on Thursday, February 27th, a half hour prior to the general meeting. With Dwight's focus and organization, we expect a banner year for our Young Eagles program. We will be submitting multiple press releases and hopefully a radio plug or two for each rally. This means we should have many more kids to fly than in years past, so it is imperative that we have help from everyone. If you are interested in helping but will not be able to attend the meeting, please let Dwight know so he can keep you in the loop.

On a different subject, please note that Thursday, February 27th (our meeting date) is the deadline for payment for the

March 15th banquet. We need your choice of entrees by this date as well. Please bring your check to the general meeting or mail it today if you will not be able to attend. Receiving everyone's payment on time will make our treasurer's life much easier. Don't miss out on the chapter's premier annual event! Adam Smith, EAA's museum director, will be our guest speaker. He has a very interesting background and will share some of his experiences with us. It will be a great evening of fun and fellowship and I hope everyone will be able to attend

Finally, did you know that there is a Sunday morning breakfast club in our area? I recently found out about this and I don't know how it escaped me for over 14 years as a pilot in this area. You can monitor 122.75 on Sunday mornings around 8 o'clock and find out where everyone is headed for breakfast. I don't need a reason to fly, but this is certainly something I'll be checking out this year. If you know of any other fly-ins, pancake breakfasts, hangar sessions, workshops, or gatherings in the area, bring the information to the meetings so we can share it with everyone.

See you soon!

Dana

NEW THIS MONTH

EAA Chapter 790 is initiating the use of a new membership application. This document will help your chapter maintain current address, phone, and email records. Additionally, there is the opportunity to maintain a current log on who is building or flying what. We need a current "Projects" list to help attract new members.

In order to get this program off on the right foot, we are asking everyone in the chapter to initially fill out one of the applications. If you are a current/paid-up member, do not check the "New Member" or "Renewal" block at the top. If you have not paid your renewal dues for 2003, this is a great opportunity to check the "Renewal" block and attach a \$25 check to cover the renewal.

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Calendar of Events

Mar 15 Forms will be available at the February meeting.Chapter 790 Annual Banquet

Emmett's in West Dundee

Happy Hour – Cash Bar.....6:30 PM

Dinner7:30 PM

Program8:30 PM

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

Contact Dwight Zeller for Young Eagle information regarding Young Eagle Rallies (847) 524-3973

Chapter Leadership Workshop



By: Tom Solar

On Saturday, January 25th, Dana Holladay and I attended the EAA Chapter Leadership Workshop held in the Parker Engineering Hanger at Clow Airport. The two speakers were Troy Toelle, Chapter Field Administrator of

Oshkosh, and Allan Shackleton, Chairman of the EAA Chapter Advisory Council and President of EAA Chapter 579 in Aurora, Illinois.

The purpose and theme of the Workshop was making your chapter “Great”! Subjects included: designing strategic direction, building a strong chapter, creating chapter activities, acquiring and maintaining new members, taxes and chapter business.

EAA dues, and where does it go, were discussed and broken out. 100 percent of the EAA National dues, each of us pays, goes for the following costs: government benefits, publications, Web-sites, member benefits, chapter and field activities (fly-ins).

EAA AirVenture is solely funded by AirVenture admission fees, exhibit fees and vendor commissions. EAA dues are not used for AirVenture, or EAA Aviation Foundation costs, i.e.: Air Academy, Museum, Young Eagles, Vision of Eagles or SMT (Science-Math-Technology). EAA covers insurance for registered events that include non-EAA members.

Some key items strongly recommended for Chapter growth and strength are: form a Board of Directors, keep chapter business relegated to the Board, assign chapter activity chairmen and let them choose their team and strategy, and assess past activities. Try to involve the new members; have a Chapter welcome greeter at Chapter meetings for the new members and members just getting to know the chapter personnel. Start a calendar, set goals, start a budget, and keep the Chapter meetings and activities fun and enjoyable. Most importantly - share your love of aviation with others. (Sounds like were doing a lot of things right, eh!)

Last, but not least, a Wright Flyer “N1903WF” was on display at the Parker Engineering Hanger. This is a reproduction of the 1903 Flyer as built from Smithsonian diagrams (a compilation of available information on the 1903-04 flyer). The engine is being made to the same specs as Taylor’s Wright Flyer design (not yet constructed). After its official flight around Dec 17th of this year, the aircraft will be donated to Chicago’s Museum of Science and Industry. National Geographic has all the movie/video rights; so keep an eye out for a National Geographic special this year. Parker engineering and the owners of Clow Airport invite anyone to stop by and view this magnificent machine. Ask yourself, when you see it, if you would fly it?

Tom Solar



The Trip Home

Part I



By: Jeff Dingbaum

The credit for the idea goes to my wonderful wife, Vicki. I guess that means she also gets the blame for 4 days of vacation spent in New Mexico and the Oklahoma and Texas panhandles while my son Tyler and I waited out IFR weather.

This story actually starts a few months ago when Vicki was paying bills one evening. She had the AOPA credit card bill in her hand and was looking at the rental charges for the Piper Warrior that I fly at the local flying club. It was then that I heard the words that ultimately led me to my adventure.

"Wouldn't it be cheaper to just buy an airplane?" I didn't respond. I knew what the answer was. It was no.

Of course I said, "I don't know". Over the next week I went over and over the numbers and they always said the same thing, it wasn't cheaper. I would have to be renting until I was finished building my Wheeler Express, a slow process lately. That is, until I found a way to work the numbers in my favor. I sold the hangar that the Express was going to go in when it was finished.

The next question was what type of aircraft to buy? Since almost all of my training was in Pipers, chiefly Cherokee Warriors, my initial thought was a seventies model Warrior. When I examined the useful load, however, it came up slightly short for my mission profile. My wife and I wanted a plane that we, and our two children could use to visit friends in the Minneapolis suburbs, about a 2 1/2 hour flight from the Northwest Chicago suburbs. That meant payload for two adults, two growing children and overnight bags. Oh, and I wanted to fly it from my friend's grass airstrip. It was apparent that the Warrior wouldn't quite be powerful enough for what I wanted.

I finally settled on a Cherokee 180. It was everything I wanted; in my price range, docile, inexpensive to maintain and would be a good time builder. I subscribed to Trade-a-Plane and shopped online at Trade-a-Plane, Aircraft Shopper Online and many

smaller sites found through search engines. It took about two months to find the right one for us, a 1968 model that was located in Albuquerque, New Mexico. The owner and mechanic of our flight school accompanied me on a one-day trip to check it out. Some minor squawks were found and fixed. Now how would I get it back to Chicago? One option (and probably the cheapest) would be to hire a ferry pilot to fly it back to Chicago. The one that I favored was to go down and fly it home myself. After all, I got my private earlier in the year and I had a whole 65 hours of time built up! How many times do you get to go and pickup your new airplane? The decision was made, I was going.

Several pilot friends expressed interest in going with me to help with the flying and to keep me company. Unfortunately, schedules didn't work out so my nine-year old son, Tyler and I flew down on a Friday night. On Saturday morning we drove out the Double Eagle II airport located Northwest of the city. We checked out the plane and made sure the squawks were fixed. The next thing to do was to get an hour checkout ride from a local instructor. Even though I had previous time in 160 horsepower Cherokees, my insurance company required an hour check ride in the 180hp. After we finished with the check ride we said our goodbyes and taxied over to the pumps and fueled up.

Weather had been a concern to us all morning. There were extensive clouds around the mountains east of Albuquerque as well as to the north. A check with FSS confirmed that we wouldn't be going anywhere. Luckily for us we had gotten fuel at Mesa Aviation. They had three computers in their pilot lounge that had inter-net access that appeared to be hooked up to some type of broadband. Tyler read and played Game Boy while I kept checking weather on the inter-net all afternoon. I even got caught up on my email. Late in the afternoon we decided to rent a car and get a hotel. I found a decent hotel rate on the inter-net so we secured the plane and went into town.

Of course a pool is a must for a nine year old and after check-in we immediately got on our swimsuits and jumped in. Did I mention that the pool was outside and that it was about 55 degrees out? We hustled back to our room when we were finished. We dressed, went out to eat and came back to the hotel to turn in early. **(Continued on Page 6)**

(Trip Home: Continued)

Sunday morning turned out beautiful. After a good breakfast we started for the airport. Our route would take us through the pass North of Albuquerque and on the drive out it looked pretty clear that way. A check of the METARS on the adds.aviationweather.com site confirmed that we would have excellent visibility and ceilings. A call to 800 WX-BRIEF, however, told a different story. According to the information available to them, their reply was VFR flight not recommended. Apparently there were IFR AIRMETS east of the pass. This did not agree with the up to the minute METAR information available on the web. About noon I decided that I would fly up to the area and check it out. There were a few clouds in the Albuquerque area about 12,500 feet and the sun was out, so my plan was to turn around if the weather ahead looked even slightly bad.

So off we went. Our plan was to at least get through the pass today. After that it was all downhill to Illinois. The weather in the pass was a non-event. The same few clouds in the valley were in the pass, but at 12,500 feet we had plenty of room underneath them and plenty of sunshine. We gave a pilot report to FSS on 122.0. They were concerned about us, though and requested that we call them when we got on the ground at Las Vegas, NM, just east of the pass. We landed at Las Vegas in beautiful sunshine with hardly a cloud in sight. Even though we were only in the air an hour, we topped off our tanks and went in and called FSS. We reported in and also requested weather for Dalhart, Texas, about an hour further east. Their reply was again VFR not recommended due to low ceilings. By this time there was hardly a cloud in the sky and the sky to the East looked great. I called the FBO at Dalhart and their reply was that they had clear skies with no clouds, unlimited visibility. Tyler and I jumped back in the plane, our next destination Dalhart, Texas.

The flight was uneventful and quick. Our groundspeed was 137 knots. We landed, fueled up again and plotted our strategy. We were about two hours into an 8 1/2 hour trip. I decided to press on and try to get to Liberal, Kansas, but figured that we would have to land at Guymon, Oklahoma because I was not night current and it was getting late in the afternoon. It was a short flight, about 30 minutes. A little over halfway there with about 12 minutes to go

I spotted a line of darker gray clouds. They weren't thunderstorm clouds, but looked like they might have rain in them. We started under them towards Guymon, but as they passed overhead we hit turbulence. It shook us up and down quickly and put us in a 45-degree bank. It passed quickly, but I was extremely uncomfortably, so we made a right turn and bugged out. Now it was back to Dalhart or on to the next airport to the east. We had a nice tailwind so I made the decision not to fight it back to Dalhart and continue eastward with the wind. Now the sun was starting to go down so I decided to land at the nearest airport. *Don't miss Part II next month!*

Jeff

If you have not paid your 2003 dues yet, be sure to see Teri Fischer with your check at the February meeting. You don't want to risk missing any of Jeff's experiences on "The Trip Home".....ed

Safety Corner..... Fate is the Loose Nut



By Mike Perkins

When he wrote his famed book, "Fate is the Hunter", Earnest K. Gann created something that every pilot would do well to read. Among his collection of short stories in this half-biography, half pilot bible, is an account that I cannot forget.

Shortly after rotating on takeoff at La Guardia Airport in a C-54 full of cargo, Gann and his crew found themselves with three backfiring, missing engines. Fortunately, number one continued to work just fine at full emergency power for the three-minute flight, the shortest flight ever recorded in a C-54. They taxied up to the maintenance hangar only to find out that two engineers had ordered a new type of spark plug to be tested. But there had not been enough time to change the plugs in number one, nor to tell anyone about the advancement of the engineer's test from the bench to an actual aircraft!

Although it could be said that this was a case of a couple of loose nuts, it can be debated if it was good luck or fate, whether this story ended with an on airport landing or a ditching (**Continued on Page 7**)

(Safety Corner: Continued)

Success stems from a mixture of things, but good planning is high on the list. Nothing speaks of good planning like a checklist followed: organized, logical, and complete; especially if coupled with a few moments of reflection for the important checklist items.

One of the things on my printed checklist that I'd like to see in all checklists, whether for a homebuilt or factory-built aircraft, is a line-item for mentally reviewing any work that's been done on the aircraft since its last flight. I suppose this got started as a good idea in my mind a number of years ago. I'd just begun flying lessons and happened to meet a teacher at Harper College who was also a pilot/builder. At the time, he'd nearly completed a homebuilt amphibian. Years later, I began a night stint teaching classes in electronics at Harper, so I inquired about him. It was then I learned he'd stuffed a rag into the carburetor airbox during some maintenance a few years before, and fatally crashed shortly after takeoff on the next flight. It was then that I began to think of the first flight following any maintenance as being a "Test Flight"!

As we fly aircraft that we maintain ourselves, the process of maintenance and the act of flying can become somewhat of a blur - we often combine trips to the airport for both purposes. So one question we should ask ourselves prior to flight is, "Did I remove or change anything on the aircraft since I last flew it?" If the answer is "yes," then this is an actual test flight and a few additional moments of pre-flight reflection in the cockpit are not a bad idea to insure it has all been put back together.

Recently I shut down the engine prior to releasing my brakes for taxiing, after having gone through this mental review process. I had been in a hurry to leave the surly bonds. Upon getting out and walking around to the passenger side, I found what I thought I might; three out of five quarter-turn fasteners on the right side of the cowl were not fastened!

You might ask why it would be better to go through this process while sitting in the cockpit rather than doing it as part of the exterior preflight. On the contrary; post-maintenance inspections should be part of the "return-to-service" process. But do most self-

maintenance projects have a formal process that covers the work completed? Maybe we should, but most of us do not. Also, as much as we'd like a preflight inspection to uncover problems due to recent maintenance, most times they won't reveal deficiencies that have already been covered up by fairings or cowls; such as a rag left in the induction system, or a bolt left out of the control system. So what is our safety net?

In this case, that safety net can be included in our cockpit checklist. There are two good reasons to include this work review, while in the cockpit, no matter what other processes we have in place. One reason is based on a bit of human psychology and the other is based on human physiology.

Addressing the psychology issue, a mental maintenance review sets us up into a flight-test mentality, making us better prepared to handle an unusual in-flight event.

From the physiological standpoint, during preflight inspection, when our senses are flooded with peering and tugging at physical things, sometimes we can't think effectively. We are reacting to what we are seeing and feeling, but perhaps not noticing anything beyond what we're looking for. Instead, if we make the maintenance review process an entirely cerebral function, it is akin to a brief meditation, allowing us to actually concentrate.

In my own mind, I personally rerun a mind-movie of the work I've done, pausing the tape to think about all the weak links. After all, it's not what's been disassembled that's important. What's important is what has **not** been properly reassembled! How many times have we heard of fuel siphoning from the tanks of a high-wing aircraft because a fuel cap is laying on the ground somewhere, or oil on the windshield because the oil filler cap isn't where it should be.

After any work has been done on the plane, reviewing the re-assembly process in the cockpit, including oil and fuel caps, is our last chance at getting it right before flight; the "Safety-Net" concept. My checklist item for this reads, "Review any work that has been done since the last flight as a final check that aircraft is airworthy." I believe that this should be done no matter how trivial the work has been to the aircraft. **(Continued on Page 8)**

(Safety Corner: Continued)

Sitting quietly in the cockpit for a few moments prior to engine start, going through step-by-step what's recently been put back together can be quite consoling, but also sometimes startling. In either case, it certainly beats wondering about things at time of rotation. A checklist item for this maintenance review might just better our fates. After all, fate is the hunter, and we are its prey.

Mike

Chapter 790 wants to thank Ole Sindberg, who for many years, has been our outstanding Safety Chairman. Ole has now asked to step down and Mike Perkins agreed to accept the job. Mike is someone whose knowledge and experience will help the chapter to continue an excellent safety record.....ed

An Email From Space

Submitted By: Milt Ciarlariello A California Member
This is an email from David Brown, Mission Specialist, who died on the Shuttle Columbia. I thought you might be interested in reading this. Milt

To show what kind of person he was, when asked what his thoughts were about the dangers of the mission, his response was, "If something should go wrong and it is found out that someone or group was responsible, please go to them and tell them that I forgive them as I was so incredibly lucky to live my dream, the risk was worth it."

He was a very special guy. The following is his last email to a number of his friends.

Astronaut – David Brown



Photo: NASA Web Site

Friends,
It's hard to believe, but I'm coming up on 16 days in space and we land tomorrow.

I can tell you a few things:

Floating is great -- at two weeks it really started to become natural. I move much more slowly as there really isn't a hurry. If you go too fast then stopping can be quite awkward. At first, we were still handing each other things, but now we pass them with just a little push.

We lose stuff all the time. I'm kind of prone to this on earth, but it's much worse here as I can now put things on the walls and ceiling too. It's hard to remember that you have to look everywhere when you lose something, not just down.

The views of the earth are really beautiful. If you've ever seen a space lmax movie, that's really what it's like. What really amazes me is to see large geographic features with my own eyes. Today, I saw all of Northern Libya, the Sinai Peninsula, the whole country of Israel, and then the Red Sea. I wish I'd had more time just to sit and look out the window with a map but our science program kept us very busy in the lab most of the time.

The science has been great and we've accomplished a lot. I could write more about it but that would take hours.

My crewmates are like my family – it will be hard to leave them after being so close for 2 ½ years.

My most moving moment was reading a letter Ilan brought from a Holocaust survivor talking about his seven year old daughter who did not survive. I was stunned such a beautiful planet could harbor such bad things. It makes me want to enjoy every bit of the earth for how great it really is.

I will make one more observation – if I'd been born in space I know I would desire to visit the beautiful earth more than I've ever yearned to visit space. It is a wonderful planet.

Dave

Have You Checked the Chapter 790 Web Site Lately?

The Winds Aloft Newsletter also appears in full color on the Chapter 790 web site. You will also find Young Eagle news, important maps, a Chapter 790 membership application, and other news important to you as a member.

<http://www.eaa790.org>

Check us out in the "Members Only" section.
User Name: [member790](#); Password: [ileaa790](#)

Paul Donates His P-51



By Ron Liebmman

When I heard that Paul Poberezny was donating his P-51, *Paul I*, to the EAA Museum I knew that I had to be there for the ceremony. I talked to Ken Kresmery, and Tom Solar about riding up with me and we ended up taking Polly Kresmery's van along with Herb Gottelt, Hal Richter and Wally, Ken's friend from Wisconsin.

The trip up went fast due to all the chatter taking place in the van. Trips like this are great as they bring us together, with the opportunity to catch up on all that is new with us, as well as our projects.

We arrived at the Museum shortly after 4:20 PM and I took the boys for a tour of the HQ offices, where we talked with Dick Nocenti, Roger Jaynes, Bob Warner, and Troy Toelle. We also took a peek into Tom Poberezny's office since it was not in use at the moment. We looked in on Earl Lawrence and saw that he was busy with some staff members so we did not bother him. As we walked into the main entrance area my cell phone rang and it was Earl telling me that my wife just told him that I was at the Museum for the presentation. With that surprise news he walked out and met me under the bi-planes. It turns out that he asked me if I would sit on the new committee for determining the best recipient for the new Tony Bengilis Award. For a few seconds there I could not believe that I was being asked to be one of five persons to be so honored. Paul Poberezny is also one of the five. Earl said that I met the qualifications to do the job, and that HQ personnel knew me personally, and had agreed with him. So, my

retirement from 790 Presidency to stepping into this position was a mere 35 days. There is nothing compared to being on an EAA "High". I am one lucky guy.

OK, back to the trip. From the Museum we went to the Grainery Restaurant for dinner, because Roger recommended it to us. All the ribs you could eat for \$11.95! After dinner we drove to the Museum for the presentation in the Eagle Hangar.

Tom began the evening talking about his dad and all the planes that he had flown over the years. When he brought Paul up to the podium the applause was thunderous at first, and then hushed down so that you could hear a pin drop. Everyone wanted to take in every word that he had to say. In my opinion no one can equal Paul when it comes to reminiscing. I could listen back in time and be with him in those lost, but not forgotten, years.

Paul spoke of EAA's very beginnings; starting with the idea of an organization dedicated to getting individual airplane builders together, with the purpose of sharing ideas and experiences. He spoke of getting a place to meet regularly, besides his basement, and eventually, they organized at Curtis Wright Field in Milwaukee. As the group grew in size, they found Rockford Airport, which was used for about ten years, until the move to Oshkosh. Of course, Hales Corners for the first museum was a favorite spot until they acquired the land in Oshkosh, for the present museum site.

Paul told us about building his first glider, which they have just completed a flying replica. The new glider was sitting to his right as he spoke. And, of course, he told how he acquired his P-51 from a friend who called him and said, "Hey Paul, do you want a P-51?" He finished up reminiscing about all the rides that he gave to so many of us. Nothing made him happier than to give joy to anyone who loved aviation as much as himself!

When the talk was over and the pictures were taken with Paul and our group, we were back on the road home. It was a swell trip fellas. Lets do it again soon!

Ron

February meeting

Thursday, Feb. 27

Meeting at the Barrington Library, Meeting Room "A". Remember that for **February and March**, we meet on the **4th Thursday** – **Not Tuesday**. This change was necessitated by room availability.

The Address is:

505 Northwest Highway, Barrington. This is located approximately across the street from the new Barrington Police Station.

Check your newsletter monthly for time or location changes.

Special Banquet News!

Emmett's Tavern and Brewing Company has added a third entrée selection for our banquet. Our selections are now; 1) Petit Filet, 2) Chardonnay Chicken, and now 3) Salmon. If you have already submitted your reservation and selection and you would like change your preference to Salmon, please notify Ron Liebmann right away! Ron's home phone is (847) 352-8282, and his email is rliebmann@attbi.com.

✂ Cut Along Dotted Line

EAA Chapter 790 Annual Banquet Reservation

Name: _____

Spouse/Guest: _____

Menu Choices:

Member	Guest	
_____	_____	Petit Fillet
_____	_____	Chardonnay Chicken
_____	_____	Salmon

Amount Enclosed: \$_____ (\$30 per person)
(Make checks payable to "EAA Chapter 790")

Send To: Teri Fischer – Treasurer
PO Box 1206
Barrington IL 60010

Or: Bring to the Meeting, **Thursday, Feb 27th**.

Last day for Reservations: Thursday, Feb 27, 2003

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

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.

IMAGINE IMPROVEMENTS

Remodeling – Handyman
Custom Decks – Basements Finished

David Luett – Molly Friddell Luett

Call for Estimate
Bus: (847) 477-4336
Cell: (847) 477-1244



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

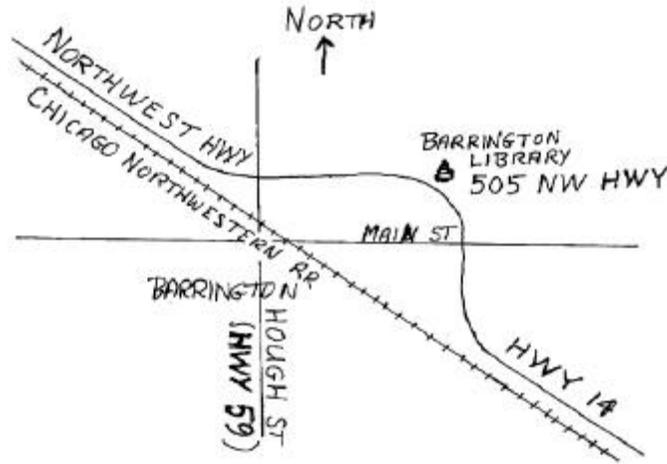
Additional items in the toolbox are a heavy-duty engine-stand on casters suitable for even the largest light aircraft engines, and a wing storage dolly also on casters. Both of these units are available for extended periods and should not be returned to Ole after use, but should be retained until the next member needs them. The usual rental fee of \$5.00 and a deposit check for \$100.00 applies.

February meeting

Thursday, Feb 27th 2003

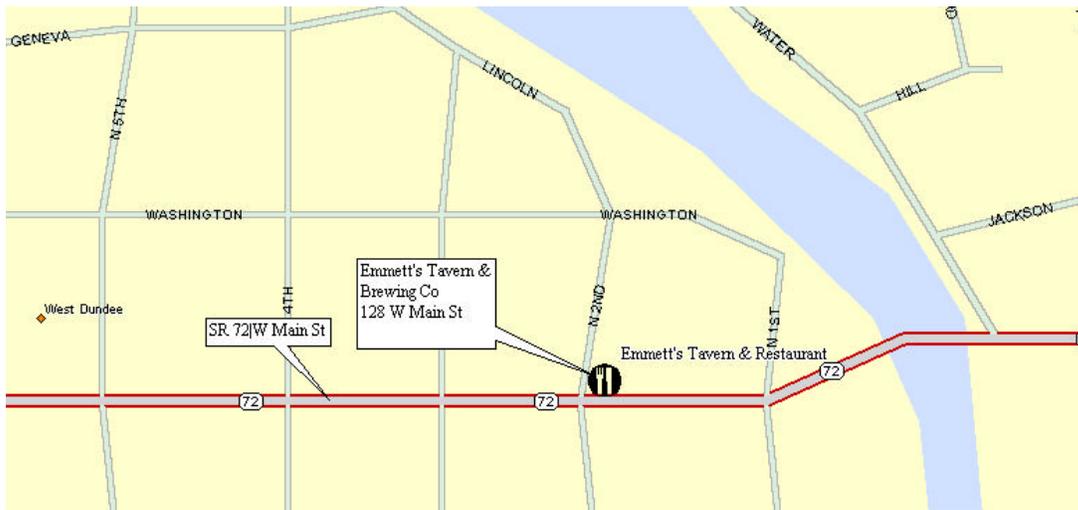
This is the **first meeting at the Barrington Library, Meeting Room "A"**. The meeting room may change from time to time, so be sure and watch the newsletter meeting announcements. Also, remember that for **February and March, we meet on the 4th Thursday – Not Tuesday**. This change was necessitated by room availability.

The Address is **505 Northwest Highway (Hwy 14)**, Barrington. This is located approximately across the street from the new Barrington Police Station.



Chapter 790 – Annual Banquet

Emmett's – Tavern & Brewing Co. 128 W. Main St. West Dundee, IL



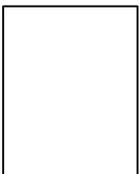
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Pre-meeting Checklist

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

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

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 or 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



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