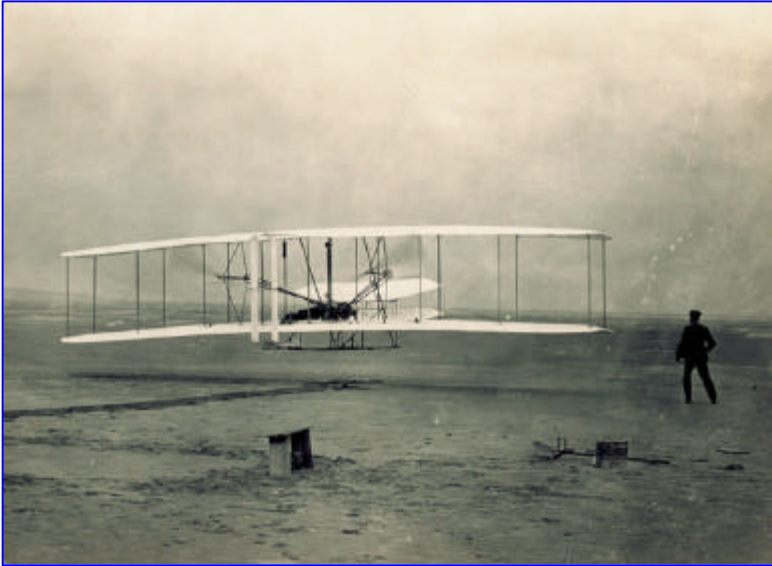


Winds Aloft



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

2003 Marks 100 Years of Aviation History And The Year We Plan To Honor The 1,000,000th Young Eagle



Dec 17th, 1903
The Wright
Flyer's First
Flight

Photo: Compliments of the EAA "Countdown to Kitty Hawk" Web Site.

Dwight Zeller
prepares a group
of *Young Eagles*
for their *First
Flight*.



Photo By: Richard Darnell



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THE COUNTDOWN BEGINS...

From Dana Holladay...



Greetings, everyone! There is a good chance you are reading your newsletter on or around January 26th, the 50th anniversary of the first meeting of the Experimental

Aircraft Association. That first meeting was held in Milwaukee in the basement of Paul and Audrey Poberezny's house in a small area that had previously served as a coal bin. From that humble beginning, the EAA has grown exponentially to become the undisputed leader in recreational aviation.

This phenomenal growth has been the topic of much debate in recent years. Many people with whom I have spoken feel that EAA has gotten too large, too diverse, and has lost its focus as an organization for homebuilders. While I respect these opinions, I definitely do not agree with them. I feel that one of EAA's greatest attractions is the diversity that has resulted from its growth. It has something to offer everyone, regardless of his or her primary interest within aviation. I really can't see why anyone would want it any other way

But, regardless of which side of this debate you find yourself, there is no arguing why we are members of the Experimental Aircraft Association and Chapter 790. We all have a passion for aviation, want to be involved in it, and enjoy sharing our passion with others. On December 17th, 2003, we will celebrate the 100th anniversary of powered flight and on that day one lucky young person will become the one millionth Young Eagle. Think about this for just a moment. The Young Eagles program represents the ultimate opportunity for you to share your passion for aviation and invest in its future, and the futures of our

young people. It also provides all of us a once-in-a-lifetime opportunity to be involved in aviation history. Please don't take this opportunity lightly, or let it pass you by. I challenge each and every one of you to commit some of your time and energy toward this program. You don't have to be a pilot to help at the rallies or spread the word. In fact, spreading the word is perhaps the most important thing I can ask of you. It will take a huge effort on everyone's part to reach our goal, but with your help we will make it and you are guaranteed to have fun in the process.

Finally, please note that we have a new meeting location and time. This month's meeting is on January 28th at 7:00 p.m. at the Barrington Library in meeting room A. I hope to see everyone there. Until then, take care and fly safe!

Dana

Calendar of Events

- Jan 28 January Meeting Chapter 790**
Barrington Library – Room "A"
Social – Coffee/cookies..... 6:30 PM
Meeting Promptly at 7:00 PM
- Feb 5 Paul Poberezny presents his P-51 to the EAA Museum.**
Wednesday – 7:00 PM
RSVP to Kate Phillips, EAA Oskosh
- Mar 15 Chapter 790 Annual Banquet Emmett's in West Dundee**
Happy Hour – Cash Bar 6:30 PM
Dinner..... 7:30 PM
Program 8:30 PM
- June 6 thru 8 – Oshkosh Work Weekend**
Overnight accommodations at the "Bender House".

Watch for Announcement of Young Eagle Rally Dates!

In This Issue

Dana Holladay.....	Page 3	Calendar of Events.....	Page 3
Safety Corner	Page 4	Know Your Fellow Members.....	Page 5
Paul Poperezny Donates his P-51.....	Page 6	Ski Plane Fly-In.....	Page 6
Civil Air Patrol 2003.....	Page 7	Young Eagles 2003	Page 7
Chapter 790 Announcements.....	Page 8	Maps.....	Page 9

Safety Corner.....

Tom's Tidbits

V Speeds and Landings

By: Tom Solar

Rather obvious isn't it! V speeds - we have lots of them, must pay attention, eh! So how about the multiple airplanes we fly? Easy, just remember the different V speeds. Measured the same, huh? How about the older planes in MPH? You say your plane is not old, you just completed it and it measures V speeds in MPH. OH! Well most light aircraft before say 1975ish were in MPH. Everything later, except some of the kit planes, are in Knots. Are they?

Some of the 152's and 172's I have flown are in Knots. Those are Cessna's you know. My instructor informed me the 172 is 10 Knots faster on stall than the 152. Let's see 35 for the 152 and 45 for the 172 in landing configuration, so a quick rule of thumb must be 55 for the Cessna 177, built in 1973. That was an easy quick calculation except the 177 reads speed in MPH and the others were... well you know!

The Piper Warrior and Archers flown, don't remember the years, were in Knots. But the 1946 Cub was in MPH. But that's understandable. So who is confused? Not me. All I have got to do is remember the approach and stall speeds in landing configuration and every one of my landings will be perfect... says who!

On landing, how about using a slip - sometimes flaps weren't purchased as an option on the rag planes. On the rest use full flap unless you have a heavy crosswind, then don't use so much flap. Upwind wing down and opposite rudder on heavy crosswind.

Lot's of stuff to remember! Comes easier after lots of flying except when you change planes. So, fly more! (Who needs an excuse?)

Is there a simpler way? Well I saw Wayne landing his Stearman at Ken's picnic last summer giving rides. He made perfect three point landings and touched down on the same spot time after time. Remarkable! So I listened carefully later on when his trainee (part of Klick and Klank) mentioned that Wayne impressed upon him the need for a constant speed on landing. Nail the correct speed and each landing will look like Wayne's.

Now it's your turn to learn the correct speed on final for each aircraft you fly whether it is measured in Knots or MPH. Easy isn't it?

Tom

Ole's comments.

By: Ole Sindberg

The industry consensus on approach speeds runs something like this:

Fly the final approach at the recommended approach speed with appropriate adjustments, as listed in the P.O.H

OR:

A) Determine the stall speed for the weight and configuration your airplane will be landing at.

- 1) Multiply this figure by 1.3
- 2) Add any gust value
- 3) Fly the final at this speed.

The stall speeds can be found in the P.O.H (or from flight testing your experimental airplane) They may be listed only for the max landing weight and you can choose to ignore the weight difference when landing at lighter weights. The alternative is to calculate the reduced stall speed, knowing that the stall speed varies with the square root of the weight. If landing with less than full flaps, the adjustment can also be found in the P.O.H. The gust value is the difference between the steady wind and the maximum gust. A wind of 10 gusting to 20 would therefore require a 10 Knot addition. Airliners also add half the steady wind, but that is not recommended for small airplanes.

You may say - that is a lot of figuring, but you really only have to do the basics once. Make a small chart listing the approach speeds for each weight, then make an adjustment for landing with less than full flaps and for the gust factor. If you do this for every landing, and the pros indeed do that, the result is a target speed. You tell yourself, that for this landing my target speed is xx MPH or KTS, and you will find that your landings will be much improved every time.

(Continued on Page 5)

(Safety Corner Continued)

fety in case the wind drops off suddenly. If you were landing with a wind

speed of 80 -

try to maintain a target speed of 90. During those short periods where a gust o

should show about 90, and when the gust disappears, the IAS would be app. 80. If the wind should die 70, until

more comfortable value. Small airplanes with

the addition of power, but a heavy airliner does not - no prop airflow over the

for the turbines and the sometimes very substantial weight. All this has to be acc add half the steady headwind also.

Don't get caught thinking in Knots when the airplane is displaying MPH.

Keep the green side up.

Ole

Editor's Comment – Ole provides a professional approach for determining wind gust corrections to aircraft approach speeds. As Ole stated, it is the pilot's responsibility to consult the "Pilot's Operating Handbook" (POH) for the aircraft he/she is flying and verify that the airspeed corrections used are appropriate for that particular aircraft.

Chapter 790 Work Weekend

June 6, 7, and 8 are the official days for EAA Chapter 790's Work Weekend in Oshkosh. June 6 is just an arrival date with Saturday, June 7 as an "all-day" event, leaving a half-day Sunday. Free sleeping accommodations are available. Make your plans to attend Now!! This is a fun time for all.

Know Your Fellow Members.....

Dreams Define the Paths We Follow

By: Steve Amy

Steve Amy was born in Southern California with his identical twin brother, Scott. Steve loves the great outdoors. His fondest memories growing up were:

hanging out with Dad, riding motorcycles, rock climbing, jumping off cliffs into lakes, shooting the rapids in the rivers and camping under the stars. Dad gave up the responsible position of electrical engineer for Jet Propulsion Labs to live the dream of owning a motorcycle shop. This was great for 3 boys and 1 girl. Lots of fancy toys to ride through the low desert of California. Steve stayed out of trouble by participating in many school sports such as: swimming, water polo, track, and racing motorcycles.

“Catching air” on the motorcycle was one of Steve’s favorite things to do. But like most things that fly through the air without wings, you eventually come down out of control. He experienced true flying for the first time when he was 14 years old. His father became a partner in a hang glider and, even though he didn’t really want the twins to fly it, they bugged him until he gave in. So, one calm winter day, Steve took his first flight off a sand dune near Palm Springs. The launch and flight went great, but the crash landing with oversized harness broke a couple ribs. Steve forgot that all-important flare. He tried to get into the Air force but they told him his eyesight was too poor to be a pilot. So from this set back, he turned his eyes from flying in search of another career.

From high school to college, Steve focused on all phases of construction. He founded a small remodeling business that helped him Finance College and, mostly, his extra curricular activities. His hobbies became sailing, windsurfing, surfing, snow skiing and scuba diving. In 1989, the twins took a paragliding lesson in San Francisco and immediately became hooked. They bought all the gear and soared the mountains peaks and coastal ridges of California every chance they had. Steve recalls losing girlfriends because they wanted to do something other than paragliding!

In 91’ Steve received his Bachelor degree from Cal State University, Fullerton, in Real Estate Finance. After graduation, the real estate market fell, along with the economy. Jobs in real estate were non-existent. Steve tried to get into appraising but the industry was full of experienced Realtors. While searching for work, Steve stayed alive by teaching paragliding for his brother, Scott, in his newly found Paragliding School called “Proflyght”. Before they (Continued on Page 6)

(Steve Amy – Continued)

knew it, they had enough students to teach full-time. Steve enjoyed seeing his student's personal achievements and their excitement in learning a new skill.

The summer of 92' was very unique. Steve answered an enticing ad passed to him from an old college buddy. Before he knew it, he had landed a job with an American/Chinese company and went to Shanghai, China to setup sporting activities and programs for a new beach and golf resort designed for the Chinese citizens. Before leaving, he was asked to hire another qualified person to assist him in this endeavor. Of course, brother Scott, was the only qualified sports person that he knew. Lots of heads turned when the two, tall (relative to Chinese), blond American twins went roller-blading down the busy streets of Shanghai. Everyday was an adventure! Steve was even featured on a billboard, windsurfing. By the end of the journey, he was actually conversing in Mandarin.

A year and half later they moved the Paragliding school to Maui. There, Steve and Scott operated "Proflyght Hawaii" for 7 years. He learned the challenges of selling a new, potentially dangerous sport to the tourists and residents of sleepy Maui. It was not easy, but with some TV and magazine exposure and a good safety record, their school finally took off. At one point Proflyght was the busiest school in the U.S..

Year 2000 was full of change. Steve earned his Private Pilots license, sold the paragliding school, got married, got pregnant and moved to Chicago. He began his new life as a stay home Dad, acclimated to the new surroundings of the Midwest (harder to do than he thought) and started work on his new career in Commercial Aviation.

Just after unpacking the boxes from the move, Steve started working on his instrument rating. Presently he holds his Commercial license in both singles and twins, and is working on his CFI. Anyone needing a *free* safety pilot or co-pilot for reduced workload, please call NOW.....**steve**

**HAVE YOU HAD YOURS TODAY?
A hug is a great gift ... one size fits all, it can be given for any occasion, and it's easy to exchange.**

Paul H. Poberezny: Flying the P-51

February 5, 2003, 7:00pm
Eagle Hangar

EAA welcomes EAA Founder and Chairman of the Board Paul H. Poberezny to give a very special presentation in the Eagle Hangar. Paul has logged time in well over 300 aircraft types during his long and illustrious career in aviation. However, one airplane is particularly close to his heart: the North American P-51 Mustang. Paul is believed to be the only person alive who has flown every version of the P-51 ever produced, including the prototype XP-51 in the Museum's collection. In what is sure to be an unforgettable evening, Paul will share his experiences, memories and love of the P-51 – and reflect upon his lifetime's involvement with aviation. We will also formally induct P-51D Paul I into its permanent display home – the Eagle Hangar.

The event is free to attend, but seating capacity may be limited. To reserve a seat please contact **Kate Phillips** kphillips@eaa.org 920-426-6869

Ski Plane Fly-in and Sportair Workshops

By: Jay Friddell

The weekend of January 18th and 19th marked, what may be the first, Ski Plane fly-in without any snow. Saturday morning dawned with about 1/8th of an inch of fresh new snow, but sunny and very cold. Though there was not a single ski-plane in sight, the ramp in front at Pioneer Airport was full of cars, and the hangar was full of EAA members, camaraderie, and, most of all, plenty of great chili!

Across the runway at the Leadership Center and down at AirVenture Exhibit Building "A", the SportAir Workshops were in full swing.

If you are building an airplane, contemplating a project, or just want to learn a new skill, The EAA SportAir Workshops are the place to go. Skilled instructors, materials, and hands-on training are provided at a very reasonable price.

Be sides --- a weekend with a couple hundred people with common interests is almost always fun, and you meet some great new friends!

CIVIL AIR PATROL 2003

An Auxillary of the US Air Force

By: Captain Abbie Friddell, CAP

There just aren't enough hours or days in the week, and most of us are constantly being bombarded with requests for our time. So, when it comes to our volunteer time we have to be very selective. We want to do something interesting, something that will make a difference in the scheme of things, and maybe have some fun in the process. This sounds like EAA Chapter 790...and it is! It's also about Civil Air Patrol (CAP).

Last month I received a request from the CAP Elgin Squadron Commander, Maj. Ron Danielson. Ron has a fairly new Squadron of about 20-30 enthusiastic Cadets. They are in need of a pilot with an airplane to provide Young Eagle type rides, or a pilot to give them some instruction in Aerospace Education.

The Aerospace Education part sounds daunting, but it all comes right out of a well-written book that the cadets can present themselves. They just need guidance from someone with basic aviation knowledge.

The Squadron meets every Thursday at the Elgin Community College and they need someone only **once a month!**

So...if you want to make a difference to the youth of America, do something interesting and have fun, then give Ron a call at 847-464-2221, or E-mail: aaa1@enteract.com.

If you would like more information on CAP and it's Congressionally chartered missions of: Aerospace Education, Cadet Programs, and Emergency Services you can visit their web site: <http://www.cap.af.mil/> or call 1-800-FLY-2338.

With all the emphasis on "Homeland Security" and the very real threat to our pilot privileges, getting involved with CAP, even in a small way, is one method of maintaining those hard-won and increasingly rare freedoms. When you talk to the pilots from Europe or the UK and realize how limited and expensive it is to fly in those areas, then we know we have to do something or the bad guys will win! It's already happened once!*ABBIE*

YOUNG EAGLES 2003

We have before us a year of challenge to fly that one-millionth Young Eagle by December 17th, 2003. Our EAA President, Tom Poberezny has stated, "It is an ambitious goal! Today we are on the threshold of success."

EAA statistics for what we all have achieved so far are:

- For 2002, EAA registered 115,133 Young Eagles, an increase of 17% over 2001. This was the largest single year total, surpassing 104,013 in 1999.
- As of 12/31/02, EAA has registered 876,210 Young Eagles in the world's largest logbook. That means we have to fly 123,790 Young Eagles by December 17, 2003. *Ambitious... but doable goal.*
- Young Eagles is worldwide. Kids from over 88 countries have participated in the program.
- 2519 new pilots were added to the Young Eagles Program in 2002. This is the best mark since 1999. A grand total of 32,653 pilots have participated.
- As of 12/31/02, 8039 pilots have registered at least one flight in 2002, compared to 7754 in 2001. The average number of flights per pilot for 2002 was 14.3, compared to 12.7 in 2001.
- The list of pilots reaching 10 or more flights during 2002 is 3346, an increase over last year's total of 3073.

"The Young Eagles Program is one of the most significant programs ever embarked upon by EAA. We look forward to everyone's participation and support in 2003 as we head toward our final goal of one million!".....*Tom Poberezny*

This is the year for all of Chapter 790 to get out and support our Young Eagle Rallies to achieve this goal. Not only that, but it is a great way to have fun! Dwight Zeller is our new Young Eagle Chairman – let's give him the support he needs. We don't have to wait for the rallies, let's each try to fly some YE's every month. Do you need some names of prospective YE's? There are numbers of CAP Cadets willing and waiting for an opportunity to fly with you. Call us if you would like some names....*ed*

Chapter 790 Annual Banquet Make Your Plans NOW!

Mark your calendar on **Saturday, March 15th** for the Annual Chapter 790 Banquet. This year the banquet is being held at “Emmett’s Tavern & Brewery” in West Dundee, just a block or two west of the Fox River on the north side of the street. Dinner selections this year are “Chardonnay Chicken”, or a 6 oz. Petit Fillet. The Cash Bar is open at 6:30 PM for “Social Hour”. Dinner is served at 7:30 PM, and the program begins at 8:30 PM. *(Map on last page)*

We are very fortunate to have Adam Smith, Director of the EAA Museum as our guest speaker. Adam hails from England, but his last position was Director of the aviation museum in Scotland. He is very knowledgeable about aviation and museums. Plan for a very entertaining and rewarding evening.

Thursday, February 27th is the final day for reservations, so be sure to act now. Fill out the form below and bring it to the next meeting (Tuesday, January 28th)

✂ Cut Along Dotted Line

EAA Chapter 790 Annual Banquet Reservation

Name: _____

Spouse/Guest: _____

Menu Choices:

Member	Guest	
_____	_____	Petit Fillet
_____	_____	Chardonnay Chicken

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, Tuesday, January 28th

Last day for Reservations: Thursday, Feb 27, 2003

January meeting

Tuesday, January 28th, 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.

Watch the newsletter for the appropriate meeting room. Most months we will be meeting in meeting room, side “A”. However, for March and September we will have the entire “Zimmerman Room.” Watch the newsletter for any changes to this schedule.

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

(Map on last page)

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

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

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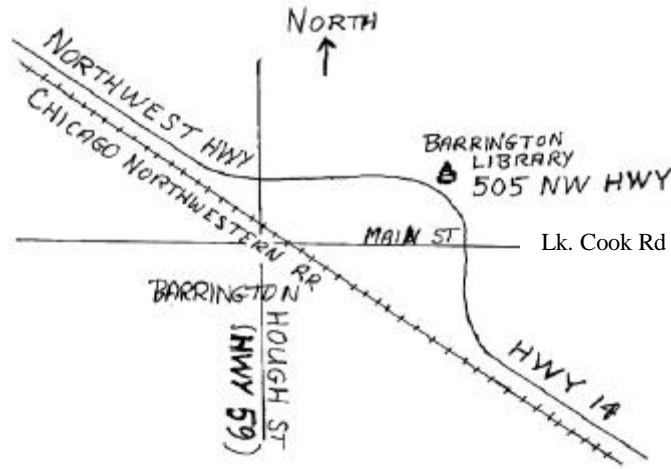


January meeting

Tuesday, January 28th, 2003

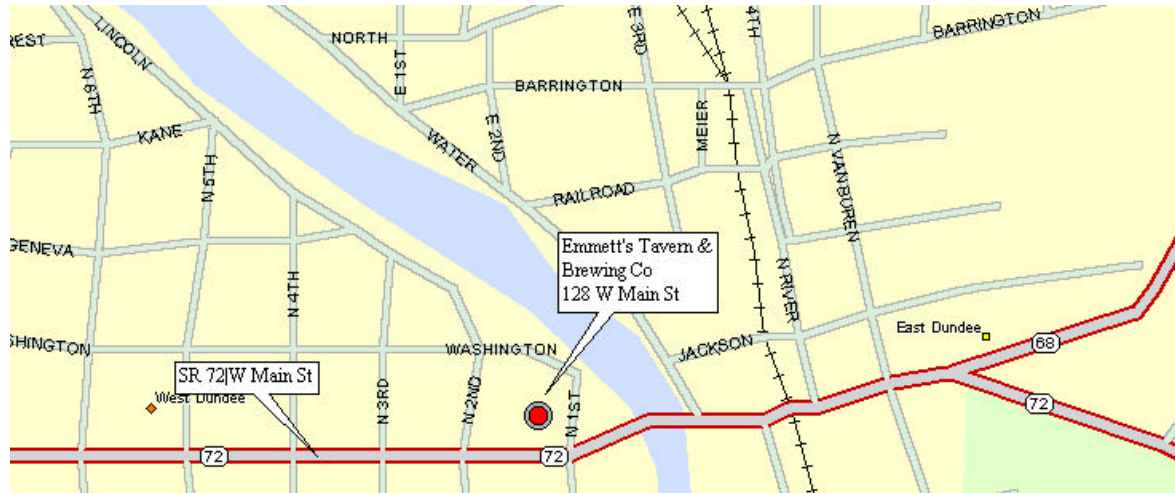
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The Address is **505 Northwest Highway (Hwy 14)**, Barrington. This is located approximately across the street from the new Barrington Police Station.



Chapter 790 – Annual Banquet

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



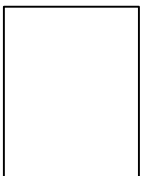
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Pre-meeting Checklist

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

disks (IBM Format), Zip disks (IBM format), and CD's.
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 Format), Zip disks (IBM format), and CD's. Bring your article to the meeting or mail it to Abbie Friddell at



EVA Chapter
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