

Winds Aloft



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



Friday afternoon found Ron Liebmann laying out the plan for small "Join EAA" signs required by Membership Services.

Ron Liebmann, Ron Plascak, and Bud Herod build a computer workstation as Bryant Gruenwald supervises.



Sunday afternoon revealed a total of 22 picnic tables constructed by the carpenter shop crew of chapter 790.

This was only a one of our accomplishments. See the "Work Weekend" article inside.

Photos By: Jay Friddell



EAA CHAPTER 790 STAFF



OFFICERS

President

Dana Holladay
(847) 526-4916
DANA@aftv

Vice-President

Tom Solar
(847) 468-9437
Solartm@aol.com

Secretary

Nancy Blazyk
(847) 837-6071
N9423H@aol.com

Treasurer

Teri Fischer
(847) 368-8223

PROGRAM YOUNG EAGLE

Dwight Zeller

(847) 524-3973
zellerd@worldnet.att.net

Ron Palascak

(847) 658-7963

PROGRAM & ACTIVITIES

John Vlastic

(847) 524-1857
jvlastic@lunt.com

NEWSLETTER

Jay & Abbie Friddell

(847) 382-4180
pjfriddell@cs.com
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

Lon Danek

(847) 381-4286
ldanek417@aol.com

Jay & Abbie Friddell

(847) 382-4180
pjfriddell@cs.com
abbiennair@cs.com

Herbert Gottelt

(847) 439-3397
gofalke@aol.com

Ken Kresmery

(847) 639-2177
kenk@mc.com

Tom LeGates

(847) 426-1791
tlegates@ameritech.net

Ron Liebmann

(847) 352-8282
rliebmann@attbi.com

Dan Majka

(847) 818-9522
dmajka@dist214.k12.il.us

Ron Palascak

(847) 658-7963
rgpkp1@ameritech.net

Mike Perkins

(847) 788-1791
michael.Perkins@rauland.com

Julie Savage

(847) 516-4201
rjgirl@aol.com

Ole Sindberg

(847) 639-5408
oleeva@mc.net

John Vlastic

(847) 524-1857
jvlastic@lunt.com

Alex & Carol Von Bosse

(847) 669-3221
andgraph@mc.net

Dwight Zeller

(847) 524-3973
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

From Dana..... Greetings to everyone in Chapter 790!



By: Dana Holladay
I'm writing this month's column a couple of days after returning from our chapter work weekend at Oshkosh. As you can imagine,

headquarters is buzzing with excitement as last-minute preparations are made for AirVenture 2003. I was only able to make it up on Saturday, but I managed to pull off a KidVenture meeting with Dan Majka and friends at headquarters, prep our 1/2 scale Wright Flyer wings for display in the KidVenture tent, move several ammo boxes that needed a new storage location, help assemble a couple of picnic tables for the camp grounds, and watch the incredible movie on aerobatics in the Vette theater. Watching the aero-batics movie was necessary work as I have an obligation to make sure EAA is providing top-notch entertainment for museum goers. It's a tough job, but someone has to do it!

Anyway, if you couldn't make, if you missed a great time. There's something about getting together with fellow chapter members that makes the "work" of a work-weekend more like fun. Paul Poberezny stopped by in the afternoon and had a look at the goings on and is looking well! Jay Friddell, Ron Liebmann, Brant Gruenwald, Dan Majka, Ron Romer, Rich Oleszczuk, Lon Danek, Don Jenerick, Bud Herod, Terry Fischer, Tom Legates, Ron Palascak, Carl Geiger, and Mike Titre were there. That's pretty much everyone I can remember off the top of my head and I'm sure there were others. I apologize if I left anyone out. The weather was fabulous and we accomplished a lot over the course of 2 1/2 days.

On a different subject, we have added another Young Eagles rally to help make up for the weathered-out date in May. It will be held on Saturday, July 12th at Lake-In-The-Hills Airport. The board felt this was needed as we are pushing hard for the 1 million Young Eagle mark this year. Traditionally we have not held a rally in July due to AirVenture and the Independence Day holiday, but July 12th seems to fit in nicely before and after these events. Mark your calendar and come on out if you can. Feel free to bring a friend or two. The Young Eagles rallies are a great way to get to know your fellow 790 members and help kids discover the wonders of aviation.

Finally, if you plan to attend AirVenture and volunteer with Ambassadors/CARTS or KidVenture, PLEASE contact Ron Liebmann or me so we can fill in our volunteer schedules. This takes a lot of preplanning and preparation, and works best if we don't have to put it together at the last minute. You may call or e-mail either of us with dates and times you would prefer to help. Please do not delay!

Dana

Calendar of Events

June 28 Y/E Rally.....Lake In the Hills Airport
July 5, 10:00 AM Kenosha Airport Visit
July 12 Y/E Rally.....Lake In The Hills Airport
July 26.....Women's Caravan to Oshkosh
July 29 thru Aug 4AirVenture 2003
Aug 23..... Frank & Delores Herdzina Picnic
Aug 30 Y/E RallyLocation Indefinite
SeptemberBill Rose Picnic
Sep 19 thru 21.....Whirlybird/Balloon Weekend
Food and Overnight Accommodations and meals will be provided
Sep 27 Y/E RallyLake 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

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

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June Meeting.....

By: John Vlasic

For the June meeting Mark Miller will be discussing his role in building the Wright Flyer replica that is now at Clow Field. Mark has a detailed presentation on the construction of this aircraft, which was done in his cabinet shop in Glen Ellen, IL. Also, an official day of festivities will be held at Clow on Saturday June 28th for the Flyer. This includes a pancake breakfast, antique cars, a vintage aircraft fly in, and a demonstration flight of the flyer. The time on this event is 8:00 AM to 2:00 PM.

Since everyone enjoyed Bernie Thalman's "Thorp" construction presentation, I have planned a visit to Kenosha airport for Saturday, July 5th at 10:00am. My friends from EAA Chapter 89 have aircraft and hangars there. Aircraft to see would include two Thorp T-18's, Bernie's and one with a Ford V-6 engine, a Taylorcraft, a Champ, a Hatz biplane, a radial engine Fairchild, Chuck Greenhill's warbird restoration shop, and other aircraft as available. My friend Ray Schwarz is happy to ask the people he knows to have their aircraft out for us to see and to check with shops for tours. Ray also has a small aviation history museum in the terminal. We can all go to lunch too. Three people there have vans, so a ride for fly-in pilots is no problem. Lets plan to meet at the terminal building first and begin our airport visit there.

John Vlasic

Chapter 790 Work Weekend.....

Friday, June 6th began the Chapter 790 Work Weekend at Oshkosh. The turnout was very good. About 15 members were there and, as usual, our job assignments were widely varied. Friday afternoon began with some of us cutting small sign boards while other members constructed a computer workstation, or began the construction of picnic table components at the Carpenter Shop.

Saturday morning found Chapter 790 mowing grass, building picnic tables, and collating packets for "Teachers' Day" at AirVenture. As always, those

great ladies at the EAA Volunteer Cafeteria kept the ovens fired up to provide "five square meals" for the volunteers.

I don't think any of us had a problem sleeping at night. However, those of us whose activities do not normally include lifting, bending, or other strenuous, repetitive motions, probably experienced a few aches and pains by Sunday afternoon.



Chapter 790 achievements for the weekend were:

1. Many acres of lawn were mowed.
2. 800 Teacher Packets were prepared.
3. Numerous picnic table parts were prepared.
4. 22 four-person picnic tables were built
5. 60 small sign boards were cut and painted
6. 10,000 KidVenture wings were repackaged.
7. A multi-position computer workstation was built, stained and varnished.
8. After hours, the group solved most of the world's biggest problems.

The comments that I overheard prior to departure Sunday included: "Best Work-Weekend Yet"; or "We got a lot done, didn't we?" If you were not able to attend, we're sorry you had to miss some great fellowship.... For those who were there, WE HAD FUN, DIDN'T WE?

Axiom's To Live By

Contributed by: Don Jenerick

If you can't afford to do something right, then be very sure you can afford to do it wrong. - Charlie Nelson

WOMEN WITH WINGS CARAVAN TO AIRVENTURE

By: Abbie Friddell

Did you know that less than 7% of the over 600,000 pilots in the USA are women? With this fact in mind, it is the hope of the "Women with Wings Caravan to AirVenture" to inspire other women to get involved in the thrill and challenge of aviation.



Photo By: Jay Friddell

Once again, a group of all female pilots will caravan to Oshkosh AirVenture. We are not a large organization, but rather an enthusiastic group of female pilots from diverse geographic locations, with all levels of experience, who gather to fly together to Oshkosh AirVenture. The aircraft range from very slow to very fast, and arrangements are made to accommodate all.

Men are welcome to join the fun as passengers, but a woman must be PIC.

These pilots from across the nation are planning on gathering in Janesville, Wisconsin at Rock County Airport (JVL). We plan to fly out on Saturday, July 26th, 2003 to form the fourth "Women's Caravan to Oshkosh AirVenture". This is the world's largest airshow and this year is also the Centennial Celebration of Flight. EAA put some information on their website for us, including an official (Adobe PDF format) registration form that you can email/Fax/snail-mail to me. Check The EAA website at: www.eaa.org

For the fourth year I will be leading the group and if you would like to participate, or get more information, please contact:

Abbie Friddell - Flight Leader
Barrington, IL.
847-382-4180

Or Email: abbienair@cs.com

Come and share the joy!

Abbie

Safety Corner.....

Walk-a-Round Inspections....AGAIN?

By: Jay Friddell

I've always been proud of the thoroughness of my walk-a-round, preflight inspections. After all, I learned to fly in 1957, I spent 30 years flying professionally with United Air Lines, and safety has always been a concern. This thoroughness has been even more significant for walk-a-round inspections of my SeaRey, home-built, amphibian. Is this thoroughness due to my distrust of my own work? Absolutely not. But, the aircraft is experimental and the bolt-together aluminum tube type of construction, by its very nature, invites close scrutiny. Most bolts and nuts along with the control push rods and the retractable landing gear, are exposed, so they are easy to check. The bolts, which offer the highest concern, have witness marks so that I can tell, at a glance, if they have moved.

With such thoroughness, can anything be missed? Yep! Recently, I took the SeaRey for a flight to regain my landing currency and to perform a "shake-down cruise" before the Young Eagle Rally on May 31st. The flight was great, landings could not have been better, and besides, it felt good to get into the air after the winter hiatus. After pushing the airplane back into the hangar, I discovered a very disturbing situation. The stainless steel tape on the leading edge of one of the propeller blades had four big gashes and was pealed back disturbingly (see photo).

What could I have hit to do such alarming damage?

A close examination of the engine revealed that the
(Continued on Page 6)

(Safety Corner: Continued)

radiator cap was missing! It's always been my practice to remove the radiator cap and stick my finger in to verify that the coolant level was satisfactory before each flight. This time, although the cap was snug, it must not have engaged the detents when I replaced it prior to this flight. . Since the SeaRey has a "pusher" engine configuration, anything that comes off of the engine is destined to pass through the propeller arc and damage is highly probable.



Fortunately, the damage was slight. A phone call to Ivoprop, the propeller manufacturer, established that I need only to fill any nicks with resin, reshape and smooth the damaged area, then install a new stainless steel tape. Of course, this could have been much worse! The propeller could have driven the cap through the fuselage, a tail surface, or possibly, through one of the flaps. The only significant expense, was a new radiator cap – would you believe \$52?

As I say, my damage was light, but it brought to mind other occurrences of similar nature and some did not end so happily. Back in the early 1960's, a friend had just restored a Stinson 105 and was taking some friends for a ride. Shortly after takeoff, he experienced an engine failure and was fortunate enough to land straight ahead in a vacant field. The Stinson had fuel caps with vent tubes designed to face forward and provide a slight pressure inside the fuel tank. When he checked the fuel during the preflight, he placed the caps on backward. Like my experience, this one led only to embarrassment.

A few years later, a pilot in the Atlanta area performed his walk-a-round while the line crew refueled his Aero Commander 640 (a high wing twin

engine aircraft). He completed his inspection before refueling was complete and assumed that the fuel caps were replaced by the refuelers. They were not! Again, there was an engine failure due to fuel starvation after takeoff, only this time no one survived the ensuing crash.

Too many are the instances where various caps or access doors have not been properly secured after an inspection. The results have been varied from embarrassment or slight aircraft damage, to injury or death. But the main point of this story is to remind us all, that every time you open something on your aircraft prior to flight, be sure that the item is properly secured before you fly.

This year's safety motto for the Illinois Wing of the Civil Air Patrol is; "Accident free for 2003". If we all follow that advice, it's a good start.

Jay

Volunteers Needed!!!

By: Jay Friddell

If you check the EAA Museum Activities on the EAA web site you will find that "Whirlybird Weekend" is listed for September 20th and 21st. But, what the schedule does not say, is that the weekend also includes **Hot Air Balloons** and a **number of other fun, family activities.**



This very active weekend at **Pioneer Airport** includes **Helicopter Rides, Airplane Rides, Hot Air Balloon activities,** and a number of other things to do that are aimed at young people. Because of all **Continued on Page 7)**

(Volunteers: Continued)

that's going on at Pioneer Airport, EAA has again asked the members of Chapter 790 to come up and provide airport security and help make the weekend a success.

Dan Majka has reserved the "**Bender House**" for us again, and **food will be provided**. Last year, we had a great turnout for this activity and everybody had fun. Be sure to mark Saturday, Sept. 20th and Sunday, Sept. 21st in your calendar – and – if possible, plan to arrive on Friday, Sept. 19th to assist with set-up.

Jay

Chapter 790's New Workshop...



By: Ron Liebmann
EAA Chapter 790, from Barrington Illinois, has now joined the ranks of other chapters that are fortunate to have their own work/restoration shop. The shop, located in Elgin, Illinois has been donated by our own Ken Kresmery for the purpose of restoring aircraft to flight condition. This is a great opportunity for our members as well as the many beginners in aviation. We now have the opportunity to share our knowledge and skills with members and, particularly, with High School students with interests in aviation.

The shop is located on Route 31, one street North of Chicago St. (Irving Park Rd). I'm guessing that the shop has an area of between 1500 and 1700 square feet. It is carpeted and well lit. There is an overhead door with access to the street for bringing in large projects. At the present time the only shop equipment that we have is a large compressor, stand mounted sand blast cabinet, several work benches and a band saw. We are going to need donations of tools from screwdrivers to welding torch sets. I know that in my garage I have clecos and an air drill and a 110v, wire-feed, welder, which will be relocated to the shop. Please consider "loaning" your unused or seldom used tool for the shop. You can reclaim them at any time of your choosing. Here is a list of what we need now:

- Chairs of any type as we may have our board meetings there once we are established.
- Bar stools for sitting at the benches.
- Drill press
- Air tools
- Hand tools
- Bench grinder
- Sand blaster
- Shop Vacuum
- Safety goggles
- Sheet metal shear (4' or more)
- Sheet metal brake (4' or more)
- Paint spray equipment
- Coffee pot
- Refrigerator
- Microwave
- Pictures or posters for the walls

Use your imagination and bring it down. I will even hang a nice model or two from the rafters. Any tool that you have not used for a year or two is certainly a good candidate.

Now for the working part of the shop. 790 has acquired the Taylorcraft that belonged to our own "Big" Bud Herod. It is in the shop waiting to be inventoried, sandblasted, rebuilt and then flown by us. Also, soon to be in the shop, a Republic Seabee which will also be restored by anyone wishing to learn the art of metal restoration. The Seabee will be restored to flying condition, too.

This is a wonderful opportunity for us all, and remember, "many hands make the work light".

Ron

Note: You will notice that the usual "Chapter 790 Toolbox" notice is missing from this newsletter. These tools will be transferred to the new chapter workshop, but will still be available for loan. 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.

More On The New Workshop.....

The old adage is that “A picture is worth a thousand words”. Well, here are several thousand words worth of pictures that are graciously provided by Ron Liebmann.



Photo by: Ron Liebmann

Taylorcraft Wings and Ailerons



Photo by: Ron Liebmann

Workshop area



Photo by: Ron Liebmann

“T” Craft Fuselage



Photo by: Ron Liebmann



Photo by: Ron Liebmann

How’s this for a perfect layout?

Many, Many thanks to Ken Kresmery, Ron Liebmann, and Bud Herod!!

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 "T" hangar at the landings (82IS) Call: Cissy Rawlings 847-361-6666 for info or to view.

Flight Reviews

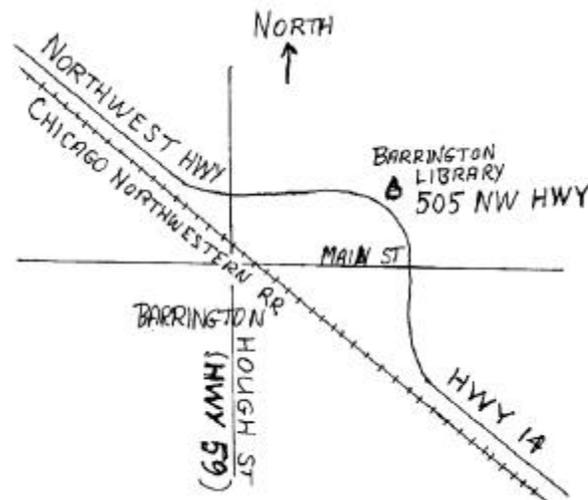
BFR Special: Ole Sindberg is offering a Biannual Flight Review for any Chapter 790 member for \$50.00. Also available are flight instruction in single and multi-engine aircraft, helicopters, as well as high performance and complex airplane checkouts.

CHAPTER 790 MEETING REMINDER

**The May meeting of EAA Chapter 790 is on Tuesday, June 24th at 7:30 PM.
Location is the Barrington Library on Northwest Highway (Map Below)**

**The July Meeting will be held on the third (3rd) Tuesday (July 15th).
July 29th begins AirVenture 2003 and many members and officers are in Oshkosh helping with the final preparations .**

Beginning in August, the remainder of our meetings will return to the 4th Tuesday of each month.



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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 or abbiennair@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



EVA Chapter
790
P.O. Box 1206
Barrington, IL 60011