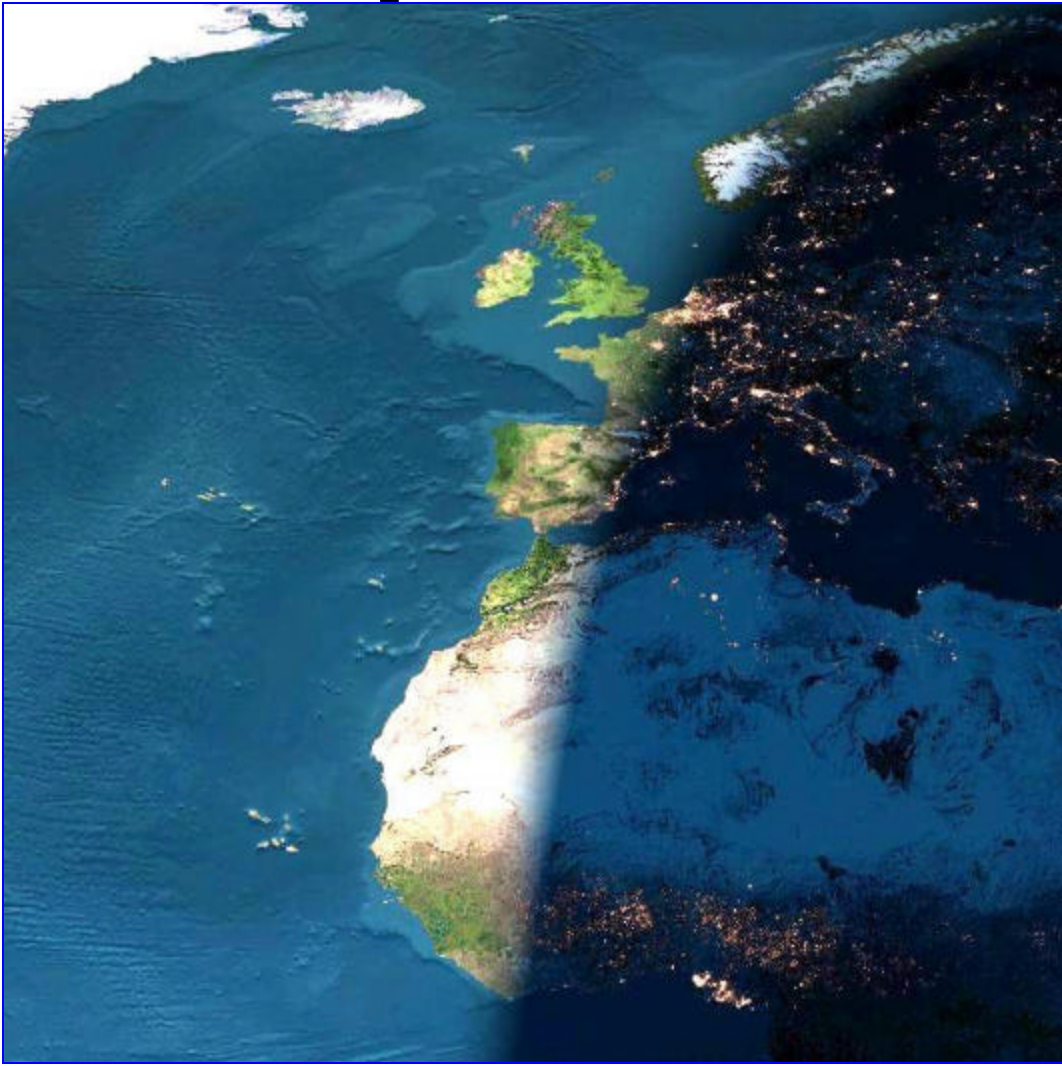


# Winds Aloft



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

## A West European Sunset Viewed From The Columbia Spacecraft



NASA Photo Submitted by: Mike Titre



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## From Dana.....



### Spring Is In The Air...

As I sit here in my office writing this column, the mercury is pushing 60 degrees and the sun is out and appears to be brighter than ever! How nice it is to know that warm weather is just around the corner. I hope you are as excited as I am about the upcoming flying season, and all the events that will unfold during our centennial celebration of powered flight. I invite everyone to come out and join the fun, and while you're at it, why not bring a friend or two and share your passion for aviation. We will be posting events with locations and dates in all the newsletters and will also be discussing many of them in detail at the general meetings. If you know of any that are not on our events calendar, please call or send me an e-mail so we may share them with everyone at the next meeting.

As we get closer and closer to AirVenture 2003, start thinking about your plans for attending and helping the chapter with the CARTS program and with KidVenture. As you probably know, chapter 790 is instrumental in running both areas and needs your help. If you are really "airventuresome", feel free to help out a little in both areas. Ron Liebmann and I will be coordinating volunteers well in advance of the convention this year, so it's not too soon to start making plans. If you have any questions or ideas, give Ron or me a call or bring them to the meetings for discussion. The success of the convention relies heavily on the dedication and hard work of its army of volunteers! (Continued at top of page)

#### Cover Photo

The cover photo, "A West European Sunset" was taken from the Spacecraft, Columbia on its ill-fated mission. The uniqueness of this photo lies in the contrast of sunlight west of the terminator and the millions of lights illuminating the populated areas to the east of the terminator. Also of note, is the ocean bottom detail visible in this photo. Thanks for the photo Mike.

Finally, we are only a few weeks away from our first Young Eagles rally. The program is nearing the 900,000 mark with about nine months to go! Have you been spreading the word to the potential Young Eagles you know or meet? Are you planning to attend a rally as a pilot or ground crewmember? Our Young Eagles Coordinator, Dwight Zeller, and the rest of Chapter 790 need your assistance here as well! So come on out and have a blast putting smiles on the faces of these kids! It's loads of fun!

See you at the meeting!

Dana Holladay

### Calendar of Events

**Apr 13 Fly-out/Drive-out.....Clow Airport**  
**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

### Fly-out/drive-out to clow airport Wright flyer demonstration

On Sunday, April 13<sup>th</sup>, a flight demonstration of a replica Wright Flyer is being held at Clow Field (IC5). The Vintage Aero Association organized this event and we are attending as their guests. 790 member, Dave Stadt, is the president of this fine group. We should arrive at 11:00 AM and have lunch at the restaurant on the field until 1:00, when the demonstration will begin. Mark Miller in his cabinet shop in Glen Ellen, IL, built this aircraft. It will be flow on the grounds of the Museum of Science & Industry and will be on permanent display inside after the 100th Anniversary of Flight. This is a scale replica, built from original plans and documents, with an engine built as the original was. Come out for an interesting afternoon with us!

## Aurora Airport Dance..



**By: Tom Solar**

The Aurora Municipal Airport is sponsoring a Vintage, WWII Hangar Dance, at the Lumanair Aviation Services Hangar on Saturday, April 12<sup>th</sup>, Honoring US Military Aviation from WWII to the present. Cocktails

begin at 6:00, Dinner at 7:00 (Prime Rib Buffet), 8:30 Dancing to the Big Band Sounds of the "Airmen of Swing". Location is at route 30 Sugar Grove, IL. just West of Aurora. It's a great time and Period Uniforms/attire is encouraged, but not required. Cost is \$55 per person and a cash bar.

Checks can be made out to ARR events, Inc., Post Office Box 688, Sugar Grove, IL 60554.

Best Regards,

Tom

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## Chrissy Nabor Needs Our Help...NOW!

**By: Jay and Abbie Friddell**  
**Chapter 790 Scholarship committee**



If we have your email address, you already know of the desperate situation that has arisen with the scholarship that Chrissy Nabor won through Women In Aviation International (WIAI). If you have not heard, here is "the rest of the story".

As you may remember, Chrissy received a \$60,000 scholarship to the University of North Dakota (UND) sponsored by WIAI. Since that time, the company providing the scholarship, Aviation Employee Placement Service (AEPS), has gone bankrupt. No one bothered to tell Chrissy until she discovered, a few weeks ago, that one of her classes had been dropped because of nonpayment of tuition! All of a sudden, she is faced with the fact that her tuition is \$8,000 in arrears and she is in jeopardy of loosing her credits for the year.

Chrissy is an outstanding student and has been maintaining a 4.0 Grade Point Average, pursuing aviation activities outside her aviation double majors, and still finding time to work at the airport to earn money for other necessities at school. Chrissy and her twin sister Katie, like Julie Savage, are shooting stars with the prospect of being leaders in aviation's future. But to accomplish this, Chrissy needs our help NOW!

**What has been done so far?** A week ago, the board of Chapter 790, appointed Abbie and Jay Friddell as Chairmen of the chapter 790 scholarship fund. This will be a permanent scholarship fund, but for this year, 100% of the donations to this fund will be applied to Chrissy's tuition. We placed a donation box at the Annual Banquet that will also be available at the March 27<sup>th</sup> regular chapter meeting. Additionally, we have contacted out-of-state friends and members of Chapter 790, and Abbie has contacted other EAA chapters seeking their support. Their response has been favorable. Horace Sanchez, at EAA, immediately went to work and found a \$500 scholarship that, Chrissy easily qualified for. Many thanks Horace!

Donations have been very generous so far, but, \$8,000 is a big debt and it is be too late to acquire a student loan or additional scholarships to solve the problem.

Now, its up to you. If you have not donated, please bring a check to the March meeting, or mail it to our home. No donation is too small, (or too large) and donation amounts will be kept in strict confidence.

Please make your check payable to: "EAA Chapter 790" with the notation in the memo area, "Scholarship Fund".

You may mail the checks to:

Jay and Abbie Friddell  
Chapter 790 Scholarship Committee  
166 Harbor Rd  
Barrington, IL 60010-1531

**Have You Paid Your Dues for 2003??**

# Homebuilding Tips and Techniques...

Chapter 790 member, Tom Jackson, was recognized by "Zenair News" when they published his article regarding the use of a metal punch as a limited-use rivet squeezer. Maybe Tom's solution to his problem will help you with your project

## Construction and Maintenance

**By: Tom Jackson**

In constructing the CH 701, it is suggested that to squeeze the 3/32 solid rivets along the trailing edge of the wings and in other places, a pair of pliers be modified to do the squeezing. This does not make for an easy squeeze, or a good looking finished product.

I took my Whitney-Roper metal punch, and removed the bottom die, and replaced it with a 7/16 x 24 bolt. A nut on the bolt keeps it from turning and also holds the adjustment of the bolt, that acts as an anvil.



In the end of the bolt (anvil) a dimple is made with a 1/4" drill to a depth of its cutting angle; this helps to center and shape the squeezed end of the rivet. I used the 7/32 punch, which has a small point on it, to center the punch on the rivet and squeeze the rivet. This does not produce any distortion to the aluminum edge.

The cost of the punch kit is about \$25.00 as opposed to \$100.00 for a regular rivet squeezer. This system is good for the kit builder where these are the only solid rivets that need to be set. If you are building from scratch or plans, you will need a regular rivet



squeezer. With the punch kit, when you are finished, you not only have the rivet squeezer, but now you have a handy metal punch.

I hope that this construction tool idea can be used by other builders.

Tom Jackson

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## How I learned about flying from that...

**By Nancy Blazyk**

I was asked to put together a safety article for this issue of our newsletter. I would not consider myself an expert by any means to jot down something technical. However, I do feel most of us with a long enough chance to let the ink dry on our flying licenses could come up with an article to complete the phrase "I learned about flying from that..." After all we commonly refer to it as our "license to learn".

One of the biggest reasons I am as passionate about flying as I am is because I learn something (about myself or the act of flying) every time I "defy gravity". One experience happened in 1989 in a rental Piper Warrior at Campbell Airport. I had asked a co-worker, Al, if he wanted to tag along while I shot landings. He had never flown in a small plane before and enthusiastically jumped at the chance.

After completing what I considered a thorough pre-flight inspection of the rental aircraft, we boarded. Run-up sounded good. This was beautiful weather to  
**(Continued on page 6)**

**(How I Learned...Continued)**

give Al his first taste of general aviation. Throttle forward, pull the yoke back at 60, then WHAM! We weren't even tree level and my seat fully reclined on take-off!! I grabbed the glare shield with my right hand so I wouldn't pull the yoke all of the way back, which would have resulted in a certain stall, much too close to the ground to recover.! It took an immense amount of personal control not to swear a streak. Al had never been in a small plane, so I thought it best not to clue him into the gravity of the situation. "Wow, I can see why you love flying so much..." Al reveled as he gazed out the right window. All I could get out was "Al, help me get my shoulder strap off". He turned to look at me and said "Oh...ok sure, Nanc" as if there was no concern necessary. I needed to focus my attention on airspeed and continue the pattern to get us back on the ground. I ignored my pounding heart. After a very gingerly executed landing I checked my seat-back on roll out. The seat came back all of the way vertical just as it was supposed to.

What I learned from this experience is that you can never be too careful as you pre-flight an airplane, especially a rental. I always reach behind and move the seat-back to make sure it stays in adjustment. I'm sure my fingerprints are still embedded in that glare shield.

I have other stories, as I am sure you do, too. But now it's your turn!

Nancy

**Flown West**

The term, "Flown West," has been used by the aviation community for many years to describe the passing of fellow aviators. Though they are off on a higher mission, they are always here in our hearts.

Today, we are saddened to learn of the loss of a very dear friend to all members of Chapter 790. Gerry Plice has been battling cancer for the past few weeks and last night, he lost that fight and has "Flown West."

Gerry was always ready to use his skills to assist those of us building or restoring a project. And, he was always there to support Chapter 790 and it's members. Gerry, you will be missed.

**The Trip Home  
Part II**

*Part I Recap: New pilot, Jeff Dingbaum, decided to buy his own airplane, a Piper PA-28, Cherokee 180. The airplane was located all the way down in Albuquerque, New Mexico The Pre-Buy inspection trip with a mechanic/friend went well and a few weeks later, Jeff and his 9-year old son, Tyler, were able to return to Albuquerque to fly the prize airplane home to the Chicago area.*

*Weather and turbulence in the mountainous areas east of Albuquerque, as well as Jeff's need for night flying currency, delayed their departure, and made life interesting for the first few days. As he made his way to Texas, he encountered a line of thunderstorms and he decided to land at the nearest airport to await improvement in weather....ed*

**By: Jeff Dingbaum**

This was a BIG mistake. There wasn't a whole lot there! A quick check of the AOPA airport guide confirmed that the town of Gruver, Texas had a motel, so off we went to Gruver. We landed, tied down the plane, covered it up and looked around for a phone. The place was deserted with not a person or phone in sight. Oh well, the town was only two miles away and our feet still worked. I called the motel with my cell phone (roaming of course). The husband and wife owners were both sick, but the husband came out and got us anyway.

The motel was a 1950's vintage, about 10 rooms, ours with green shag carpeting. At least it was very clean. We dumped our gear and went to find something to eat. Our choice was a Mexican restaurant or the Dairy Queen. We picked the DQ. We decided against a walk around the town, since a good look down Main street told us all we really needed to know. There was a bank, a car dealership, and a gas station. We decided to go back to the room and watch the World Series game on TV.

Monday morning was bleak even for IFR standards. The dew point and temp were on top of each other, the ceiling was about 75 feet and you couldn't see more than 1/2 mile. A call to FSS on the other hand, said that things would be improving after lunch. We headed off for a leisurely breakfast at the DQ. To our surprise they had eggs, bacon, ham, sausage, toast, fried potatoes. Things were defiantly looking up!

**(Continued on Page 7)**

### (The Trip Home: Continued)

We got a noon checkout time, but we really didn't have anywhere to go, so we decided to go to the Dairy Queen for lunch. After hanging out at the DQ for quite a while I called the airport manager number listed in the AOPA guide. It was the city hall manager. She came and got us and took us out to the airport. The weather really didn't look any better, but we were prepared to wait in the small room at the airport. She convinced us to come back to city hall with her and stay in a conference room.

City hall was nice. I had an opportunity to spread out all of my sectionals to gauge our progress so far versus what we had yet to go. We weren't even halfway yet! The city manager, Linda, came in and told us that the library would be opening in a little bit. It seems that there was a funeral at the church and the librarian was there, playing the piano for the service.

The library had the one thing that I was looking for - computers with internet access. Calls to FSS were great, but I wanted to see what was going on. After checking the prognosis charts, TAFs, METARS, etc, it was apparent that we weren't going anywhere today. Actually, that wasn't the case. Carolyn the librarian, asked me where we were staying. When I told her she replied that she had a grandson about Tyler's age and that she wouldn't want him stuck here. She called her husband and told him that they were going to Guymon to take us there, instead. I protested, but she said that they needed to stop at the Wal-Mart and that she would get to eat out as well.

We drove up to Guymon late in the afternoon, the weather still looking bad. Ritchie and Carolyn dropped us off at the Guymon airport where we picked up a courtesy car. We found a hotel, a Days Inn with a swimming pool for Tyler and 15 minutes of free internet each day for me, so we checked in.

Tuesday morning was a duplicate of Monday. IFR weather. The prognosis charts were equally depressing. We drove to the Guymon airport and hung out there. The FBO there had a TV and VCR with about 3-dozen movies. The selection was actually very good, they had a 50/50 mix of kid videos and movies for the older group, including many aviation related titles. They also had great reclining sofas and a nice comfortable easy chair to

nap in. Tyler settled in to watch movies while I sat down at the weather terminal and consulted my charts. It didn't look like we would make it out today either. Tyler wasn't concerned with his missing school (I was), but he was starting to get worried that we wouldn't make it home in time for Thursday's Halloween trick-or-treating.

*Will Jeff ever get home? Tune in next month when we hear Jeff ask, "What's the phone number for Airtran?", and that BIG question, "What d'ya mean the ground speed is only 40 knots?"...ed*

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## Have Maps, Will Travel

### Hi All,

My name is Spring "Bunny" Barrington, and I'm **tired of the tundra**. I want some "Sun & Fun!" If anyone is going that way, I'd love to go along. I'm personable, low maintenance, and never get airsick. My weight is 12 oz. Including luggage.

I've been asked to do a journal of the trip for the newsletter and all I need is a ride. I'm staying at Jay and Abbie Friddell's for a while so please contact them if you can take me along OK? I Promise not to over pack.

## What a Great Banquet!



Saturday night, March 15<sup>th</sup>, marked another great chapter 790 event. Our Annual Banquet. Adam Smith, the Director of EAA's magnificent aviation museum in Oshkosh was the guest speaker. Adam's presentation included his own personal history, and explained his interest in history, not just of aviation, but history in all

respects. Adam even came from a historically significant town in England, **but wait.... Mike Titre** is preparing a newsletter article introducing Adam to all members and reporting on his presentation. Look for that article next month.

As far as the banquet is concerned, the food was good, and the opportunity to spend time and converse with other members was great! Past President, Ron Liebmann was recognized for his work and leadership during the past four years, and he was presented with a beautiful, engraved, Bulova desk/mantel clock, a plaque commemorating his service, and a booklet of well-wishes from individual members of the chapter. (Did we see just a tiny tear in the corner of your eye, Ron?).

## Late News and Reminders

**Dan Majka confirmed** that overnight accommodations are reserved for Chapter 790 volunteers at the Work Weekend, June 7<sup>th</sup> and 8<sup>th</sup>. **You did remember** to mark those dates on your calendar – didn't you?

\* \* \* \* \*

**First Young Eagle Rally** is coming up on **Saturday, April 26<sup>th</sup>**. **Dwight Zeller** will be passing around sign-up sheets for the event. We need everyone to turn out for this one so be sure to sign up. Besides, we all work hard but have lots of fun with the kids.

\* \* \* \* \*

**Time is running out** for 2003 membership renewal. Those members who have forgotten to bring/send in their checks need to act **NOW** (\$25 family or single membership (\$20 for out-of-state members). April is the **final month for renewal** and you don't want to miss a single issue of the newsletter.

## Congratulations!!

**Timothy Slater – First Solo!!!! Feb. 17<sup>th</sup>, 2003**  
Timothy, son of Winston Slater, soloed at Casa de Aero airport in a Cessna 172,

**Engaged!** Robert Skalany to Sally Schmeier on Valentines Day, 2003. Wedding planned for July 2003.

## 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.

## 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.



## IMAGINE IMPROVEMENTS

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David Luett – Molly Friddell Luett

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Bus: (847) 477-4336

Cell: (847) 477-1244



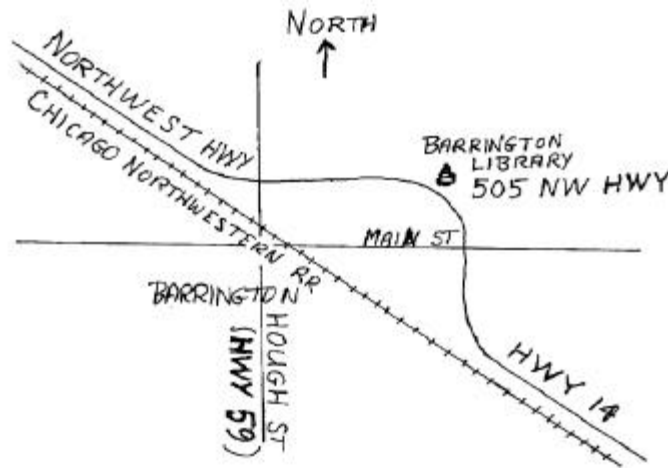
## Do You Know Of:

A pancake breakfast, airshow, interesting location, activity, or restaurant that would be a good fly-out, drive-out location or activity?

If so, Call John Vlastic at (847) 524-1857. Your suggestion could be the most fun of the season.

## March Meeting Reminder

Don't forget that the March Meeting is on the 4th **THURSDAY** March 27<sup>th</sup>. Also this month, we will be meeting in the "Zimmerman Room" which is upstairs as you come into the library. Social hour is 6:30 PM to 7:00 PM. Plan for 7:00 PM meeting.



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