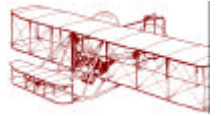


Winds Aloft



P.O. Box 1206 Barrington, IL 60011

May 2003



A HAPPY LANDING!

Abbie and Jay Friddell, along with Chapter 790 President, Dana Holladay, present a \$5,000 scholarship check to Michele Naber, Chrissy's Mom.

(Chrissy's "thank you" Note Inside)

Photo By: Ron Liebmann



EAA Chapter 790 members visited Clow Airport for a "Wright Flyer" experience.

Photo By: Ron Liebmann



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From Dana.....



By: Dana Holladay

I'd like to start this month with a special "Thank You!" to all of the pilots and ground crew who turned out for the April Young Eagles rally. Besides creating several smiling young faces, the highlight of my day was a surprise ride in Glenn Gordon's beautiful RV-6. This was my first flight in an RV of any type and boy was Glenn's plane impressive in both looks and performance. Thanks again, Glenn! You really made my day! By the way, the May rally is fast approaching and I hope to have a great turnout for this one as well, so mark your calendar for May 31st!

Also fast approaching is our work weekend at Oshkosh starting Friday, June 6th. I'd like to change the name to "Fun Weekend" because these gatherings are much more fun than they are work. AirVenture would not happen without its army of volunteers and your time and energy will go a long way in helping make this year's AirVenture one of the best ever. The yearlong Centennial of Flight celebration is in full swing, but there is still a lot to do to get things ready for our convention. I have attended the work weekend for the past two years and I really enjoy it. If you can, please join us. We get to stay in the Bender house, which is a fully functional two-story residence with a shower, a kitchen, and all the comforts of home...and it's located on an airport!!! What more could you ask for?

On a related note, at this month's general meeting Ron Liebmann and I will start officially signing up AirVenture volunteers for the CARTS program, which provides rides on our fleet of golf carts, and for KidVenture, the big circus tent full of hands-on activities for kids. If you plan to go to Oshkosh, please think about when you might be able to help Ron and me. We need people before, during, and after the convention! Ron is in charge of the

Ambassadors/CARTS program and I will be covering KidVenture. We seem to get bigger and better every year so the need for help continues to grow. Ron and I will provide all the details and answer your questions at the general meeting, so please make every effort to attend. If you can't make the meeting, call Ron or me so you don't get left out! Our phone numbers are in the newsletter.

Finally, if you have an item collecting dust that you think would make a great raffle gift, bring it to the meeting and help make someone's day a little brighter! See you at the meeting!

Dana

Calendar of Events

May 31 Y/E Rally..... Lake In the Hills Airport
June 6 thru 8..... Oshkosh Work Weekend
Overnight Accommodations and meals will be provided.
June 28 Y/E Rally Lake In the Hills Airport
July 29 thru Aug 4..... AirVenture 2003
Aug 30 Y/E Rally..... Location Indefinite
September Bill Rose Picnic
Sep 19 thru 21 .. Whirlybird/Balloon Weekend
Overnight Accommodations and meals will be provided
Sep 27 Y/E Rally Lake In the Hills Airport
Oct 18 Y/E Rally..... Lake In the Hills Airport

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

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

Would You Like To Receive This Newsletter via email in Living Color??? Well Then, Contact Abbie or Jay Friddell NOW! Email pjfriddell@cs.com or Call: 847-382-4180.

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A Very Special Thank You!

A Special Letter From Chrissy Naber



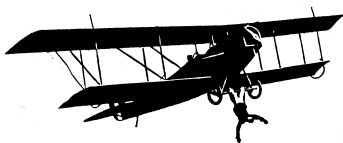
Dear Chapter 790;
If one day someone asks me what single thing I did that most influenced my life, the answer would be, without doubt, “joining EAA when I was 16 years old”. You guys have encouraged me every step of the way; from my first solo and first cross-country through going away to college. You became another family to my sister, Katie, and me. I have great memories of volunteering with you guys at Young Eagles Rallies, showing other kids how much fun flying can be. At AirVenture I earned bruised shins supervising pedal planes and grass stains piloting the hovercraft and loved every minute of it!

EAA has given me so much, and recently when I was especially in need, you guys stepped forward to help again. I had been awarded a scholarship through Women in Aviation by AEPS (Aviation Employment Placement Service). In August of 2002 AEPS went bankrupt and folded without notifying my school or me. I was well into the second semester when I learned that my tuition; almost \$10,000 had not been paid! Once EAA heard of my desperate situation, they were the first of any organization to react.

While I focused on maintaining my grades and finishing my commercial license, Chapter 790 and other EAA members worked to bring my tuition down and raised \$5,000 to cover the remaining costs. Upon hearing this from Jay and Abbie Friddell, I felt overwhelmed and loved. It’s a great thing when an organization can pull together like you guys did to help another member. Whether I end up an Air Traffic Controller in Chicago Center, or a captain for FedEx, I will never forget what my family, Chapter 790, did for me. Thank you for the opportunities, experiences, and the generosity you have shown me.

Love,

Chrissy Naber



May Meeting News

The May Chapter 790 meeting will be on Tuesday, May 27th, at the Barrington Library. Our meeting room is just past the receptionist on the left. Social hour begins at sevenish, and the meeting will be called to order at 7:30 PM.

For our May meeting Bernie Thalman will be discussing building an airplane completely by plans. Bernie has built a BD4 that is a high wing, cabin, 4-passenger aircraft and, a Thorp T-18 low wing, 2-passenger aircraft. These planes were built in the 1960's and Bernie still owns and flies the T-18 regularly after 35 years. He is now building a second T-18, because he has so much experience from the first one. He also has an extreme knowledge of avionics and if you saw the panel on the first T-18 you would agree.

John Vlasic

Youth Corner.....

My First Solo

By: Tim Slater

Flying has been in my family ever since it started. I have taken many flying trips all over the world with my family and I am very grateful for the memories that I have. All of those memories helped me to grow in my knowledge and experience in flying. All of those experiences helped me to get my solo as well.

My first solo took place on February 17th, 2003. I did this in my family's 1975, 172M, Cessna Skyhawk. Because of the winter weather I had not gotten much flying in. On this day, however, my instructor and I were up for about two hours, mainly doing takeoffs and landings, while veering off to do some S-turns and Turns around a point. As we landed for the last time, he told me to head for home. I thought it was the end of the day, but I was happy with the time that we had gotten in. He told me to stop on the taxiway turnoff for the runway, and he began to unbuckle his seat belt. Now just half an hour earlier he instructed me to taxi around the airport once, while he made a pit stop. I figured that a second pit stop in just half an hour was weird, but I didn't think any more of it. Then he stopped, and asked me if I felt comfortable soloing. I responded with a firm “yes”, and he signed
(Continued on Page 5)

(First Solo: Continued)

my logbook. He told me what he had told me many times, "It's ok to go around, it is better than making a bad situation worse." He told me that if I think I might need to go around, that he insists that I do. He instructed me to fly around the pattern and make three full stop landings. He exited the airplane and I taxied off with a grin bigger than ever. I announced my takeoff and to my surprise, I was off the ground before the first turn off, which is about 700 feet in length! Now I know the 172 can make it off in less than 500, but I had never done that before. Not only that, but I found myself climbing at an attitude similar to that of a ballistic missile! I try to keep 90 mph (airspeed indicator is in mph) in climbout and throughout most of the pattern, and to keep that, I had to keep a pretty steep attitude relative to the ground. I thought soon I would feel weightlessness and get to log a little formation time with the Space Shuttle. My first approach was a go-around, and I like to blame it on the lack of weight in the plane. The last three attempts were quite uneventful, yet exciting. I made the first landing on the hard surface and the second on the grass. However, it was my last one on the hard surface that I was proud of. It was the smoothest landing that I had ever done. It was quiet too! I taxied back to my house still really pumped up about what had just happened. I parked it in front of my hangar and the tradition began. I got my shirt cut and a few pictures taken as well. The first question that my instructor asked me was "how did it climb?" I laughed a lot about that one, and so did everybody else, when I responded saying that it was like a missile! Since then, I have made many more solos and am working on my private license. Flying is, and always will be, the best thing in the world. I look forward to many thousands of hours of my life high in the sky, and most of all, sharing it with others.

Tim

*****CONGRATULATIONS*****

Congratulations to Laura Lawrence, April 22, earned her Private Pilot License!!!!!!!

Congratulations to Tim Slater on his "First Solo".

Congratulations to Tyler Sibley for being accepted at the University of North Dakota as a Freshman in the fall Semester.

We're proud of you ALL!

Safety Corner.....

Maintaining a Sterile Cockpit at Critical Flight Phases



By Mike Perkins

Take-off and landings are crucial flight phases - there is no doubt that they require concentration. As the pilot, you are looking out for other traffic, executing checklists, setting up for the crosswind, following proper departure or entry procedures, and making radio calls, not to mention flying the airplane. This is a great time for cockpit chatter to stop. My rule is that anytime we're airborne in the vicinity of an airport, the only business is that of flying the airplane. This includes airport traffic areas we're transiting as well as the departure airport and destinations.

To improve my concentration, I explain to my passengers that during take-off and landing, I'd like their help in looking out for other traffic. This makes them a part of the flight's success, instead of a distraction, by directing their attention to the process of flying. Your passengers can be another set of truly good eyes if they are properly briefed on this before departure, and reminded to help out again as the destination airport comes into sight. If they seem to have forgotten their assigned task, I simply ignore the very first bit of chatter, crane my neck around in a mock check for traffic and ask them if they see any other airplanes.

Calling out traffic is easy to teach to your passenger, even kids. How you want them to call it out is up to you. You can tell them to just point it out, or you can explain to them the classic "clock" method. Either way, I've noticed that keeping passengers actively involved in the flight helps achieve the sought-after sterile cockpit when it's needed. To re-establish a normal conversational cockpit, I simply initiate a discussion about the flight and find they always join in.

A sterile cockpit is a much safer place. Airlines teach it to their pilots so that crewmembers avoid conversations among themselves that are not crucial to the flight itself. A sterile cockpit, by its very nature, lessens chaos and creates a sense of order. Checklists are easier to complete when concentration is improved, not to mention the act of flying itself. Your passengers can be a part of this safety effort if you simply take the lead.

Mike

The “Fast Road” to an Instrument Pilot Rating



By: Jay Frymark

Two major options are available to the average private pilot for getting an instrument rating: schedule regular time with an

instructor and aircraft, or sign on to intensive training such as my 10 day program with Professional Instrument Courses (PIC).

I had heard first hand testimony from students of both methods. The PIC method was billed as highly structured and had a 93% success rate for those that worked the full ten days. There are no firm statistics on the other method, however, it usually takes several months at a minimum, and may take years according to one story I heard.

Here are the gruesome statistics: in 11 days, I spent 28 hours in the aircraft (20 under the hood, six hours in actual IMC and could see outside for only two hours), 14 on the simulator, 58 approaches, about 20 hours of ground school and oral exam preparation and about 20 hours of homework!

The usual day included ground school/oral exam prep, followed by work on the simulator, and then actually flying what we had practiced. Homework included reading from the required text as well as FAR/AIM and supplemental material. Written and oral quizzes were reviewed the following morning.

I highly recommend the PIC program. The instructor was briefly an airline pilot, but learned most of the ropes hauling cargo in the nastiest of conditions. He was extremely knowledgeable and very patient. By day eight, we were both feeling good about my chances of success. After 5½ hours of flying and 12 approaches on day nine, I was exhausted. Day 10, the usual checkride day, had to be postponed due to my exhaustion and marginal VFR conditions. The morning of the 11th day, however, I had my upgraded rating!

The use of the simulator and the concentrated effort that are the keys to success within the ten days,

however, are the toughest part of the course. Personally, I could have used a “weekend” off. But now that the checkride is over, I am looking to refining my IFR skills with this new “license to learn.”

Jay Frymark

Photo By: Rich Oleszczuk

Young Eagle Report



By: Dwight Zeller and Ron Palascak

Saturday, April 26th, was a great day for a Young Eagle Rally. We had a good turnout of members, airplanes, and pilots. Saturday morning athletic events may have been a conflict, because our Young Eagle turnout was disappointing.

One neat thing that happened was that two fathers and their sons were riding past the airport on the bike path, saw all the activity going on, and came over to check it out. The boys were the right age, so the dads signed them up and they got their Young Eagles ride. I think the total rides may have been somewhere around 35.

A good time was still had by all that were present. As usual coffee and donuts plus some hangar flying helped to pass the time.

We look forward to our next Young Eagle Rally on Saturday, May 31st. We will double our efforts to get the word out to all the kids. EAA’s target of 1,000,000 Young Eagles is in sight, but **we need YOUR help to make it happen**. Come on out and lets have fun!!! Thanks to all

Dwight & Ron



Photo By: Richard Darnell

EAA Chapter 790 Work Weekend Update



By Jay Friddell

As you are probably already aware, the annual EAA convention called “AirVenture” would be prohibitively expensive if it were not for the thousands of volunteers who donate their time to prepare, then to conduct the activity. For a number of years, Chapter 790 has answered EAA’s call to participate in the “Chapter Work Weekend” program. Over the years Chapter 790 members have done everything from building a shower house to stuffing envelopes. We’ve mowed grass, laid carpet, painted, scrubbed, built, torn down, moved.....you name it, sometime in the past, we’ve done it. And do you know what? It’s been great fun!

Work generally begins around 8:00 AM on Saturday morning, and ends after lunch on Sunday. Overnight accommodations are at the “Bender House”, and free meals are available at the Volunteer Cafeteria (we work for food!). Ladies, do not worry. We have always been able to arrange alternate sleeping accommodations for you.

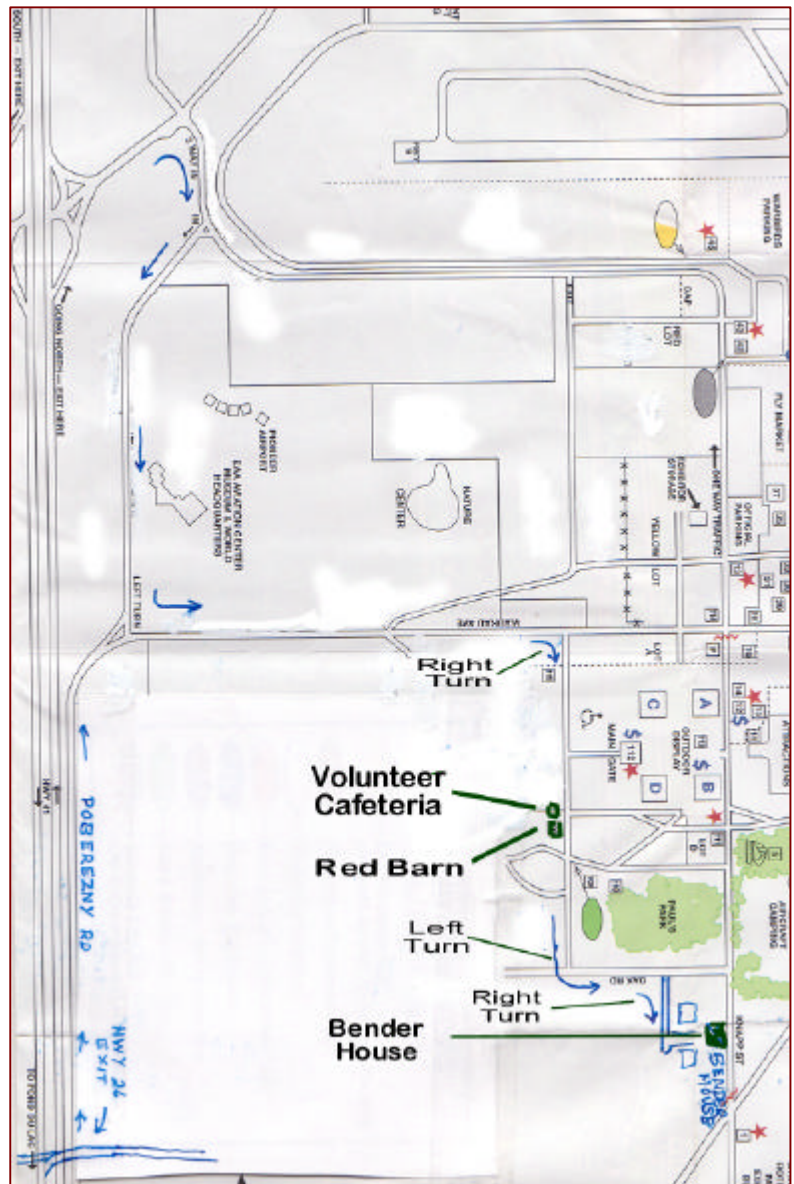
This year, we have a number of projects.

- Stuff packets for “Teacher’s Day”. Although there are about a thousand packets to prepare, many hands usually turn this into a short project.
- KidVenture projects are to clean the airplanes, help Dan Majka with the Wright Flyer project, etc.
- Membership Services projects are to build computer cardholders (for “members’ only” internet email access), build some plywood computer workstations, and finally to make some “banner frames” from PVC pipe.

I know you want to come up and enjoy this weekend of camaraderie with your brother and sister chapter members. Be sure and mark your calendar for the weekend of June 7th and 8th. (Many of us arrive on Friday afternoon or Friday night in anticipation of an early start.) If you cannot spend the whole weekend, that’s OK, come on up and do what you can.

EAA Grounds Map

North is Up



Note: If you arrive in Oskosh and cannot locate the Chapter 790 gang, give me a call on my cell phone, 847-571-0394.

We’re looking forward to seeing you there!

Jay

P.S. Chapter 790 has also been asked to volunteer for the Whirlybird/Balloon Fest/Family Weekend of September 20 and 21. We expect to help with Pioneer Airport Security and other projects.

Know Your Fellow Members



By: Bill Laskey

I suppose you could say my first interest in aviation came as a young person when, like many of my peers, I built balsa wood flying models of WW I fighter planes. Later on, after induction into the Air Force during WW II, I was told that I qualified to become a pilot. However, since I had been working as a professional musician, I hoped to get into a service band, so I turned that opportunity down. I ended up working in radio intelligence, first in New York City, and then in India, where I was stationed on a fighter base. The closest I came to aviation was having my photo taken sitting in a P 47 Thunderbolt and a P 38. Some of those same P 47s buzzed our barracks in an attempt to see how much of the straw they could blow off the roofs!

After the war, I resumed my career as a professional musician in Chicago, earned my teaching degrees, and had a career as a band director in public school music. During the mid-seventies, due to a couple of enthusiastic pilot relatives, I investigated learning to fly at the local airport, but somehow wasn't up to spending the time in the classroom. When those same relatives flew into the side of a mountain my interest was further dampened.

I retired from public school music and entered a career as a professional photographer. I had been involved in several hobbies: sailing, motorcycling, bicycling and sport cars, but my interest in those things had waned. For some reason, which I could never quite verbalize, I again thought about learning to fly. I went to the local airport, took the introductory ride, and was hooked! After having four or five instructors and not much progress, I went to Galt airport where I found an instructor who was very knowledgeable, experienced and an outstanding pilot. I decided to purchase my own plane, while working for the license, and after extensive investigation, found a fine Cardinal, which with the cantilever wing, was suitable for photography purposes. It took me a while to acquire my license due to a delay because of bypass surgery, but I finally obtained my private license last July, two months before my 80th birthday. I love flying and have upgraded the avionics equal to about the cost of the plane. My goal is to fly as much as possible and to keep in good physical shape to do so.

Young Eagles Rally

Our Next Young Eagle Rally is scheduled for Saturday, May 31st, at the Lake In The Hills Airport (3CK). Our first flight launch will occur at 9:00 AM so try to be there by 8:00 AM to help set up. We need lots of help that day. We need: 1) airplanes with pilots; 2) Ground Handlers; 3) Plane Captains, and; 4) Administrative (help parents fill out applications).

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



Phil Lageschulte has a son stationed in the Mid-East. If you would like to send him a note or a package you can mail it to:

**Maj. Hans Lageschulte
JSOTF – SITE ONE
APO – AP – 96401**

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.

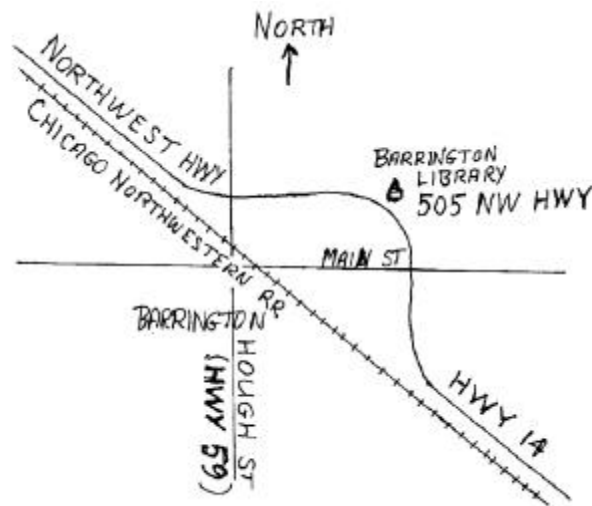
CHAPTER 790 MEETING REMINDER

The May meeting of EAA Chapter 790 is on Tuesday, May 27th at 7:00 PM.
Location is the Barrington Library on Northwest Highway (Map Below)

The June Meeting will be on Tuesday, June 24th.

Each Year, the July Meeting is 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.



The 790 Tool Box



Tools in the inventory are: 2.25" and 3.144" dia. Hole Cutters, Aircraft Scales, Spark Plug Cleaner/Tester, Electronic Prop Tach, and Camlock Pliers. There are also some Letter Punches available. There is a fee of \$5.00 if you need to borrow any of these tools. Call Ole Sindberg: (847) 639-5408

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

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

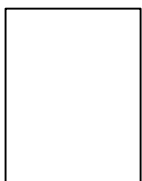
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Pre-meeting Checklist

- 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 abbienair@cs.com. We prefer text written in

Microsoft Word, however, you may submit the material any way that is easiest for YOU! We also accept hand-written copy, floppy disks (IBM Format), Zip disks (IBM format), and CD's. Bring your article to the meeting or mail it to Abbie Friddell at 166 Harbor Rd. Barrington, IL 60010-1531



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790
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