

Winds Aloft



P.O. Box 1206 Barrington, IL 60011

www.eaa790.org

Chapter Scholarship Program Established

by Abbie Friddell



After three months of deliberation by the Board, Chapter 790 now has an official Scholarship Program with the possibility of at least one annual award. And during the next few months we will be developing plans and listening to your thoughts and suggestions.

We would like this program to be empowered by all the membership for the benefit of all the membership. With that in mind, the Scholarship Committee will consist of only 1-2 Board members for oversight and advice. The majority of the Committee will be from the general membership. Several people have already expressed a desire to serve, but we need everyone's help if this Program is going to be a success.

The primary goal is to promote Aviation and to provide financial support to those individuals that show a determination in their quest of Aviation.

Initially, as funds permit, we will be awarding up to \$500 to a 790 member

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790 Volunteers At Oshkosh

Over the weekend of June 5 more than a dozen chapter members converged on Oshkosh for our annual work weekend,



Ron Palascak contemplates what (or who) to paint next

helping to get ready for Airventure 2004. Assignments included assembly of the teachers packets, painting display cabinets, and as always - **HAVING A GOOD TIME!**



Many hands contributed to completing the teachers packets in short order.

See Ron Liebmann's article about the trip on page 4.

(Photos by Jay Friddell)





EAA CHAPTER 790 STAFF



OFFICERS

President

Dana Holladay
(847) 526-4916
dhpilot@aol.com

Vice-President

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

Secretary

Nancy Blazyk
(815) 788-2751
n9921e@sbcglobal.net

Treasurer

Lon Danek
(847) 381-4286
ldanek417@aol.com

YOUNG EAGLES PROGRAM

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

Mike Perkins

(309) 543-6766

Tom LeGates

(847) 462-1791

WELCOME/MENTORS

Abbie Friddell

(847) 382-4180

Nancy Blazyk

(815) 788-2751

Barbara Wilson

(847) 426-7206

DIRECTORS

Steve Amy

(847) 359-8767
flybfree@comcast.net

Jay & Abbie Friddell

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

Herbert Gottelt

(847) 439-3397
gofalke@sbcglobal.net

Ken Kresmery

(847) 639-2177
kenk@mc.net

Tom LeGates

(847) 462-1791
trlegates@comcast.net

Ron Liebmann

(847) 352-8282
rliebmann@comcast.net

Dan Majka

(847) 818-9522
dmajka@comcast.net

Ron Palascak

(847) 658-7963
rgpkp1@ameritech.net

Mike Perkins

(309) 543-6766
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
flydo27@northboone.com

Jeff Wilson

(847) 426-7206
jlbswilson@sbcglobal.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@sbcglobal.net

Last Meeting

Last meeting we heard the most amazing tale from Milt Ciarlariello, former Boeing technical representative to United Airlines on the durability of a 747 that did some accidental snow plowing at O'Hare some years ago and how it was carefully removed from the side of the runway. The 747 managed to stay on it's body gear but sheared the wing gear and the nose gear. No mention was made of any snow-landing procedures for the 747, but obviously the down-gear situation produced significant drag over a smooth underbody, bringing the big aircraft to a faster halt. During Q & A, some lively discussion ensued between Milt and our 747 captain Clyde Ericson about whether to land or not to land gear-up in water. A few days after the meeting, we received a most gracious open letter to Chapter 790 from Milt:



“Had a fun time visiting with Mike (Titre) and all of you. It's always a pleasure to meet with old friends you don't see often enough. The trip was beautifully timed, as we have all become accustomed to with Mike in the picture. More on that later, perhaps this summer at AirVenture.

I have to pass on the note that your UAL captain (at the meeting), who noted the requirement was to land gear up in water, was exactly correct. I am terribly sorry I forgot his name, but I am indebted. His comment sparked me to do some checking with my old sources.

It seems that prior to that FTL incident at ORD, gear up or down for off runway landings was optional with the pilot recognizing the energy absorption capabilities of shearing the gear on touchdown. However, after the review of the ORD event, and the demonstrated substantial damage to the pressure vessel by snow loads through the nose gear well, the recommendations were changed. *Gear up in water.* (Remember water is 10x the weight of snow.)

Thanks again for catching this one.

June Meeting

Our program chairman, John Vlastic, reports that for the June 22nd meeting, the program will be "Where Have All the Airports Gone?" Nick Selig has been a private pilot since the 1940's and is an excellent story teller. Hear his personal experiences and history of the many Chicago area airports that have disappeared since the 1920s. Nick has overhead projections of old charts and airport information to show us.

Overheard:

ZK123: ZK123 requests entry into the zone with Charlie 1021, currently 20 miles to the south west at 2500.

Wellington Tower: ZK123, cleared to enter the zone via the Sinclair Sector 1500 feet or below.

ZK123: Cleared to enter the zone via Sinclair at 1500 or below, ZX123.

(A few minutes later...)

Tower: ZK123, suggest you descend to 1500 immediate to avoid a fast approaching pile of paperwork.

Regards to all,

Milt

P.S. I missed seeing you Ole, were you there?"

(We certainly appreciate the follow-up letter from Milt. No, Ole missed the meeting, but Clyde was present and was able to comment. Clyde Ericson and Ole Sindberg were captains for UAL. Both Clyde and Ole are current in the 747 as 747-SP captains for the mercy flights as part of the Global Peace Initiative. Clyde is the chief pilot for the GPI operation and also "the-guy-in-charge" of the airplane. Ole qualified about a year ago as captain on the 747 as well. Both are retired from UA, and presently remain as current in the GPI's 747 as funds permit.)

(Scholarship Program Continued from page 1)

ages 16-21, but ideally we would like to have two awards of \$500: one for the 16-21 age group, and one for the Senior Eagle age group (22- 70?). Some time in the future in order to generate interest in Aviation and also in Chapter 790, maybe we could open the application process to selected schools, colleges, or aviation clubs (Air Scouts, Civil Air Patrol, etc.). What do you think?

The selection process will be by application letters and letters of reference that demonstrate the individuals Aviation goals, financial need, work ethic or school grades, and volunteer history. The application letters will probably open September 1st with the final deadline of February 1st of the following year and the award presented at the 790 Annual Banquet. So please start passing the word and looking for potential candidates.

The Committee should only have to meet 2-3 times a year, once we get everything in place. This process has been used by other Aviation groups with great joy and reward, and we have in our very own chapter some wonderful examples of success that benefited from those Scholarship programs. Chapter 790 is widely known for its volunteering spirit and its generosity. With this Scholarship Program we have a comprehensive, organized way of assuring that those values carry on into the future. The future is exciting – be a part of it by helping the Committee in any way that you can.

Thank you for your support.

Abbie

EAA Chapter 790 Board Meeting May 4, 2004

Nancy's report of the last board meeting has not yet been received.

(Board meetings are held on the first Tuesday of each month (2nd Tuesday in August only) at the Elgin workshop. Meetings begin at 7:30 p.m.. Members are welcome to attend board meetings, to participate in these discussions or to bring items of interest to the board's attention. Eds)

Chapter 790 Works at OSH

by Ron Liebmann



Another super work-weekend is now behind us but it leaves us with memories of more good times working together. Lon and myself arrived at the HQ offices by 11:00am for a meeting with Katrina Bradshaw who is now our direct boss. Jay met us there and helped out at the meeting too.

After the meeting we did lunch at Friar Tuck's and then went to find some work to do. Jay found some at Pioneer Airpark, Lon went to see friends in town and I just happened to find a hidden-away cart with a key in it and went joy riding. Later in the day we met with Liz Tellock to discuss further Ambassador business. Dinner followed with all the 790 guys & Nancy Blazyk.

Saturday started great with four of us beginning our teacher-packet stuffing job. We assembled 1010 packets in less than five hours with the fine teamwork of 790. In all we had about ten of us working together once we got going.

On Sunday our teams painted, sanded, nailed and supervised. After lunch, we drove home except for Jay who went over to Pioneer Airpark to work the rest of Sunday, and I think he went home Monday.

Other members working there were: Mike Titre, Bud, Ron Romer, Ron Palascak, Dan Majka, Carl, Don Jenerick, new member Georg (from Germany) and his lady friend also from Germany, plus Dana, Lon, Jay, Nancy & myself.

The guys from the Michigan chapter could not make it this year and we sure missed them. They are also a great bunch of EAA'ers. We have been asked by Katrina to provide at least four Ambassadors each morning from 8am-11am to welcome folks to AirVenture and answer any questions if ask. I will be asking for these special volunteers at the next meeting.

Next big stop.....AirVenture 2004 !!

Ron

Youth Corner



Hi! Thank you so much for the card you sent! It made me so happy :) I'm so lucky to be a part of an EAA chapter like 790. Everyone there, and especially you, have given me so much support. It's like a huge family! I really wish I was home to come to one of the meetings, but summer school has started already. I'm taking two classes and will finish my ATC degree this summer. I'll graduate next may with a second major in commercial aviation.

If I don't get a chance before, then I will definitely see everyone at Oshkosh! Tell everyone I said Hi.

Love,

Chrissy Naber



Hi, it's Laura Lawrence. I'm at SIUC and just wanted to say "hi" to the chapter. I have really great news: I passed my instrument checkride. So I can fly through the clouds!! It was a very hard road, but very worth it. I started my instrument training the second week of January 2004. The first thing we did was basic attitude flying with loss of vacuum system. Then I had a checkride on all of that at the end of January. Next I got to learn holding patterns.... so much fun. After a month of holding and doing arcs, I had another wonderful checkride. That ride went well also. I then moved into the approaches stage. I finally got to log some actual (IMC). It was awesome. There is no other feeling in the world than popping out 600 feet above the ground and being lined right up for the approach. I had my approaches checkride in early March. Following the approaches stage was cross countries. I got some actual on my Clarksville TN, Evansville, IN cross-country. This cross-country was cool because I got to do a no-gyro ASR into EVV. The second cross-country SPI – DEC. On this leg we dodged some T-storms and got bumped around a lot. It made the trip go faster though. It was something new. I got to make my first pirep, so that was exciting also. This stage was also about IFR emergencies and lost comm.

Well, I took my grad ride today, and walked out with my temporary flight certificate. That was about 10,000 pounds lifted off my shoulders. Tomorrow I get to start my hike to get my commercial license. I miss coming to meetings and can't wait to move home in August.

Hope to see you all soon. Thanks for the unending support.

FAA Safety Program Launched

The Federal Aviation Administration has implemented its new Safety Program Airman Notification System (SPANS) at www.faasafety.gov, an internet web based resource that will send important safety related information to aviation enthusiasts who have registered their email address with either the Airman Registry web site at Oklahoma City, OK, or on the SPANS server. Certificated airmen need only register their email address with FAA, Airman Records (<http://registry.faa.gov/amsvcs.asp>) because their certificate type and rating data will have automatically rolled over into SPANS when it was activated. Aviation enthusiasts not holding an FAA Airman Certificate must register their email address only with SPANS at www.faasafety.gov in order to receive the emailed safety program notifications. The new system is available to anyone on the internet whether they are a certificate holder or not. Everyone may participate if they desire.

SPANS will include Meeting Announcements, Local Newsletters, and Urgent or Emergency Announcements - Local and/or Nationally Oriented. You will receive information according to how you defined your personal preferences. The notification messages you receive pertain to activities within the FSDO district jurisdiction for which you are registered.

Lunch with a Waist Gunner

by Mike Perkins



Col. Robert Morgan, commander of the famous Memphis Belle, recently passed away at the age of 85. Upon learning of his passing, I recalled that some time ago I'd written this brief article, and never published, about a very special lunch I shared with someone who knew Col. Morgan. I thought perhaps now would be a good time to dust it off as a fitting tribute to a man who represented not only thousands of other brave pilots, but also an entire generation who gave of themselves for American freedom.

"Did you know B-17 can be whipstalled?" asked the man sitting across from me at lunch. I shook my head numbly. "I'm living proof it can be done," he continued. I wondered for a moment why anyone in their right mind would whipstall a B-17, but then again this was a warplane he was talking about, and amazing things happen in war. I felt an interesting story manifesting itself.

"An Me-109 was coming straight at us head-on. He was going to ram us. Morgan pulled up hard, whipstalled the thing and the fighter went right under us. We lost five thousand feet during the recovery," Bill Winchell said. His face looked as if he had re-lived that moment at least one time for every foot they dropped. "But he saved us from being rammed by that guy."

Bill was the left waist gunner on the Memphis Belle, a fact he proudly states penned above his autograph in the book he sells at various kinds of gatherings around the country. The Memphis Belle holds the distinction of being the first bomber and crew to finish a tour of duty in Europe without losing the machine or anyone on board. Twenty-five missions were what it took. Books have been written and a movie made about these men and the airplane.

But Bill completely dismisses the movie Memphis Belle by saying, "It was all Hollywood, nothing else."

Between bites, Bill continues, "Morgan was the best pilot in the world. He could do anything with a

plane. When we got back to the States after our missions, we went on tour. Everyday for months we were visiting different bases and factories where they made things for the war. Everywhere we went there were Rosie the Riveters. There were parties for us every night. Blondes and martinis and plenty of both." A far-away look came into Bill's eye for a brief moment.

"Anyway, we were in Ashville on this tour one day. The town has a main drag, an east-west street. I can't remember the name of the street, but it wasn't very wide. There was a great big celebration in town to welcome us and we flew the Belle for them. Down this main street there were a couple of tall buildings, maybe twenty stories high. We were all in the Belle with Morgan and he was going to give them a little show of appreciation for everyone coming out to see us that day.

"Outside of town he brought us down to tree-top level and heads us right up the main drag where all the people are gathered. In the plane, we're starting to think that we aren't going to be able to get between those tall buildings. Just about then, Morgan rolls the Belle on her wingtip and flies between them on her side. He could make that plane do anything. They would have court-marshaled him for doing stuff like that if they could have, but they couldn't."

I asked Bill what the worst shape the Belle was in coming back from a mission. He told me that once they returned with one engine shot out, half the tail gone and a big hole in one wing, all from flak. "But they patched her up," Bill said. "Lost a total of nine engines on missions but we made it back each time ok."

"I got two planes. An ME-109 and a Focke-Wolfe 190, one of each." Bill chuckled. "I wasn't too particular."

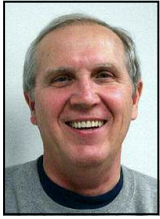
"Morgan is the best pilot that ever lived," Bill said thoughtfully. He still sees Morgan at various commemorative gatherings around the country and they are still very good friends. Trust seems to do that to people.

Mike

July 25, 1996

Technical Aids

by Ron Palascak



FINAL DRILL AND REAMER SIZES FOR COMMON FASTENERS

I don't know how I acquired this chart, but it comes in handy if you don't do a lot of sheet metal work. I refer to it all the time just to make sure that I have the right drill for the fastener I'm installing. If you find this chart helpful make several copies of different sizes. I laminated one for my toolbox and have another tacked above the workbench on a cabinet door. I hope that you find this chart useful too.

FASTENER TYPE	3/32	1/8	5/32	3/16	1/4	5/16
DRIVEN RIVETS SCREWS, BOLTS, STUDS STANDARD CHERRYLOCKS	# 40	# 30	# 21	# 11	“ E “	“ O “
BULBED CHERRYLOCKS CHERRYMAX RIVETS	-----	# 27	# 16	# 5	# 1	-----
BLIND BOLTS (STRUCTURAL)	-----	-----	# 19	# 7	“ G “	-----
HI-LOCKS LOCKBOLTS	-----	-----	# 20 .1600	# 13 .1860	‘ D ‘ .2460	.3240
1/64” OVERSIZE HI-LOCKS, LOCKBOLTS	-----	-----	-----	# 7 .1990	“ G “ .2615	----- .3240
1/32 OVERSIZE HI-LOCKS, LOCKBOLTS	-----	-----	-----	# 3 .2145	“ J “ .2770	----- .3395

Ron



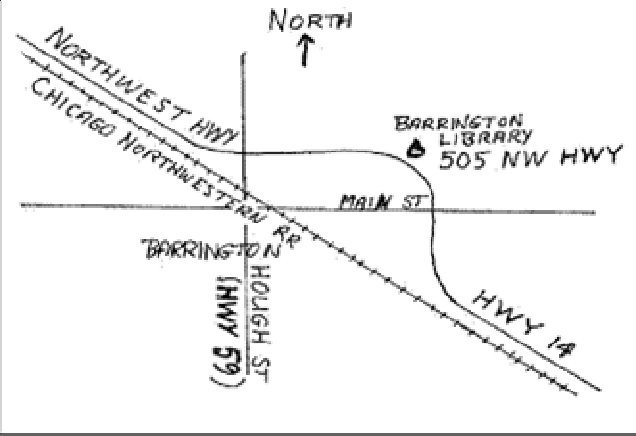
Upcoming Home Workshop Visit

Dean May's fantastic diesel-powered Velocity home workshop visit is Sunday, July 10 from 1 – 4 PM. Directions to Dean's house are as follows:

- Arrive at the corner of route 14 and 47 in Woodstock
- Proceed West on HY 14 to the first stop light (about one mile)
- Make a RT turn onto Dean Street (*not* named after me)
- At the first stop sign, make a LT turn onto South Street
- Continue on South Street past the High School, the City Park, and the overpass of HY 14.
- Make an IMMEDIATE RT turn (about 180°) after the overpass onto Franklinville Rd.
- Make an immediate LT turn onto Moraine Drive
- Approximately ½ mile at the top of the hill, turn LT onto Castlebar Trail
- Turn LT at the next intersection onto Dublin Court
- Address is 1315 Dublin Court, and telephone number is 815-337-5845

DIRECTIONS, ETC

Regular Chapter meetings are held on the fourth Tuesday evening of each month (except July) at the Barrington Public Library. Meetings begin at 7:30, with a social "hour" preceding. The Library is located on Highway 14 between Main St./Lake Cook Rd, and Highway 59 (Hough St.) in Barrington, Illinois.



Would You Like To Receive This Newsletter via email in Living Color???

Well Then, Contact Tom LeGates NOW! Email trlegates@comcast.net or Call: 847-462-1791.

Has Your Email Address Changed?

Be sure to notify Tom of any email changes so that you don't miss any copies of the newsletter, or special event announcements.



EAA Chapter 790 Workshop

The Taylorcraft restoration is well under way. The fuselage is almost ready to fabric. Now that flying weather has returned, the shop will no longer be open every Tuesday, Thursday and Saturday. Ron Liebmann intends to be at the shop at least once a week to keep things moving, so be sure to check with him if you are interested in working on the T'craft. Ron's home number is 847-352-8282, or try the workshop at 847-608-0001. The workshop will return to a 3 day per week schedule in the fall.

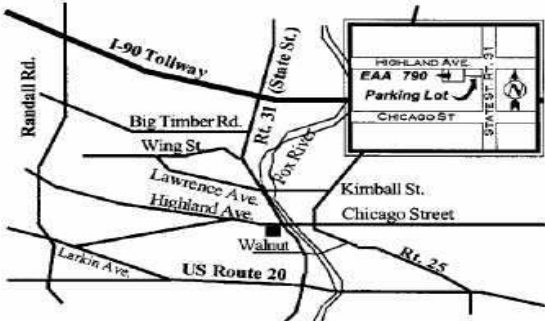
Have You Checked the Chapter 790 Web Site Lately?

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

<http://www.eaa790.org>

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

**219 W Highland Ave
Elgin, IL 60123
847-608-0001**



There are three kinds of aviation knowledge:

- 1) things that impress the FAA
- 2) things that impress girls at parties, and
- 3) things that keep you from rolling it up into a ball of smoking aluminum.

Learn as much of the first as you have to, learn as much of the second as you want to, and learn as much of the third as you possibly can.

Recognizing Our Members

No new members to welcome to the Chapter this month.

(Please let the editors know of any interesting recent activities! These might include solo's, new ratings, aircraft purchases, first flights of homebuilt aircraft, or any other accomplishments you would like to let the Chapter know about. Thanks! Eds)

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 Rent: New Heated Hangar. 50' x 60' at Poplar Grove, available late summer. Ideal for RV builders groups, warbird etc. Clear floor with 12 x 60 loft. Loft will have full bathroom w/shower, full kitchen and office. \$650.00/mo. plus utilities. Offered by Dan Helsper, Email Helspersew@aol.com

FAA Wings Program



Abbie Friddell, Master CFI, CFII is offering an EAA Chapter 790 special discount. 3 hours Wings Program Instruction for \$75.

Phone: 847-382-4180

Email: abbiennair@cs.com

Calendar of Events

June 26 (Sat)... Young Eagles, Lake In the Hills

July 10 (Sat).. Home Workshop, Dean May

July 27–Aug 2 EAA Airventure, Oshkosh

August 21 Home Workshop, Jeff Wilson

Aug 28 (Sat).. Young Eagles, Poplar Grove

Oct 2 (Sat)..... Young Eagles, Lake In the Hills

Oct 30 (Sat)... Young Eagles, Lake In the Hills

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

Contact Dwight Zeller for information or suggestions regarding Young Eagle Rallies. Phone: (847) 524-3973
Email: zellerd@worldnet.att.net

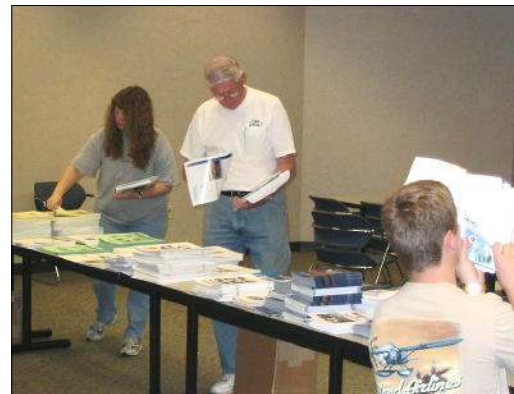
Flight Reviews

BFR Special: Ole Sindberg is offering a Biennial 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. Phone: 847-426-7206.

Email: oleeva@mc.net

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A few more photos of the folks at Work Weekend 2004.



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 michael.perkins@rauland.com or trlegates@comcast.net. 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 Mike Perkins at 17787 Sherwood Forest Rd, Havana, IL 62644.

Our next Young Eagle rally is June 26 at LITH. See you there!

EAA Chapter
P.O. Box 1206
Barrington, IL 60011



The Leader In Recreational Aviation