

# Winds Aloft



P.O. Box 1206 Barrington, IL 60011

[www.eaa790.org](http://www.eaa790.org)

## AirVenture 2004 Memories



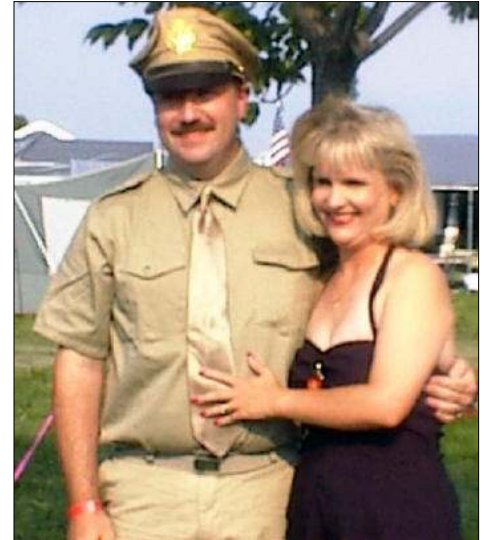
*Ambassadors at the Ready – Here are just a few of the dedicated volunteers who sun-bake to make it all happen: Abbie Friddell, Carl Geiger, Ron Liebmann, Jay Friddell, Ken Kresmary, Rob Strickland, and Jeff Wilson. (photo by Jay Friddell)*



*790 Campsite – The glorious fun of open spaces and airplanes is still preserved at OSH. (photo by Bud Herod)*



*The Bunch – Somehow food always tastes better with good friends and the smiles bigger. (photo by Mike Monreal)*



*Jeff and Barb – Before the hanger dance on Monday, Barb and Jeff take a moment just for us. (photo by Bud Herod)*

**Look for additional photos from AirVenture throughout this newsletter**



*Cockpit Climb – Jay's granddaughter sits in a retired Prescott Pusher. (photo by Jay Friddell)*

# EAA Chapter 790 Newsletter





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## From Dana.....

by Dana Holladay



**H**ello, everyone! Let me start by apologizing for not submitting the President's column in time for last month's newsletter and thanking Mike Perkins for filling

the space with text that (at least to me) read better than anything I could have come up with! Although this may appear to be a new trend, I can assure you that I have a plan to combat my newfound dementia. It's called marking my calendar! The fact that I am working 7 days a week might also have something to do with it! At least my job puts me in the cockpit of an airplane, so I can't complain.

I also need to apologize for the late change of date for the chapter picnic. This came as a surprise to all of us and occurred at the last minute. Thanks to Ron Liebmann and Jay Friddell for doing a great job of getting the word out (hopefully to everyone) about the change. I hope no one was terribly inconvenienced by the change, but there was absolutely nothing we could do about it.

Next, I'd like to appeal to everyone to try and bring an item or two to the meeting for the raffle. I am guilty of having let the raffle slide downhill over the past several months and if we all pitch in, we can return the raffle to greatness! It's good for the chapter treasury and also lots of fun, especially if you are holding a winning ticket. At the last board meeting, we decided to hold a regular raffle unless there are not a lot of items on the table, in which case we will hold another 50/50 raffle. We may alternate which type of raffle we hold each month, depending on how the members feel. I hope to see lots of really cool stuff this month as I am not really fond of 50/50 raffles. As usual, your input is appreciated so let me know.

Ron Palascak wants me to remind everyone that Chapter 790 will be creating an aviation display at

the east branch of the Algonquin library to be shown the entire month of February, 2005. Start thinking about what you would like to see placed in the display case, and any items you would like to loan for this project will be considered, given the space available. We will have more details on this at the meeting and in upcoming newsletters.

I'd like to thank Tom Solar for running our August meeting, as I was in Ft. Lauderdale that week and thinking of everyone as I caught a couple of large Mahi-Mahi about 10 miles offshore. That was fun, but it was the flying fish that we saw that made me think of airplanes, which turned my thoughts to all my flying buddies. You know who you are! I will return this month recharged, with two sandy vacations under my belt (well, one was more of a business trip with pleasure wedged in) and I'm looking forward to our last two Young Eagles rallies in October. I had planned to compete in my first aerobatic contest in Aurora between trips, but low ceilings put the kibosh on that. That was probably a blessing in disguise as I didn't have much time to practice the sequences!

Finally, work on the chapter Taylorcraft project is moving along nicely and this fall and winter will have us covering the airframe. If you haven't seen the project or would like to help, contact Ron Liebmann or one of the "Taylorcraft regulars" to set up a time. I am ashamed to say that I have not been a part of this project yet, but that will change as I am eager to learn how to cover since I hope to start my own project soon. If all goes well, I will be purchasing a Ridge Runner Model IV kit, manufactured by Rocky Mountain Wings of Nampa, Idaho. You can take a look at the plane on their website at [www.realflying.com](http://www.realflying.com). I plan to fly it on wheels and floats, so my next flight review will be a floatplane rating at the Jack Brown Seaplane base in Florida! Can you guess what time of year I'll be scheduling the training? Here's a hint: it won't be in the month of September when the flight review will be due! Another hint: it should make for an interesting column in the FEBRUARY newsletter! Ha! Take care and I'll see you at the meeting!

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## Sod Experiences

by John Cosmos

If taking off is half the battle then landing is the other 100%. Some of you are trying to work out the math from that statement. Kind of like when kids split something and one gets the “bigger” half. It’s been said that passengers remember the landing more than any other aspect of the flight. I try not to make the landing the most memorable part. The adventure should be in the flight itself. This is especially true when I’m flying kids or nervous adults. For us pilot types the takeoffs and landings are also a memorable part of the flight. Hopefully, they’re not front page news kinds of stuff.

I’ve taken off and landed at a small airport (Thermal-TRM) that was below sea level, another (Bermuda Dunes-UDD) with drifting sand on the pavement, and a mountain airport (Big Bear-35) where you watch how close you get to the mountains on downwind. None of this compares to some of the grass strips that

I’ve flown into and out of. While many pilots think all runways are (or should be) made from concrete and asphalt, some of us have been blessed to experience grass strips and gravel taxiways.

My first experience on a sod runway was my very first lesson at Westosha Airport. It was a windy March day and the strong Northwest wind meant the prudent thing to do was for us to use the short, soggy, grass runway. So I was introduced to short / soft field takeoffs and landings. This was a sign of things to come. I was fortunate to have an instructor (Wayne Fletcher) who was also a farmer with his own sod strip, who was a member of Flying Farmers, and had lived in Burlington, WI, all his life. When we practiced engine failures, you could figure we were over a farm that we could actually land on. One time we did land only to find the grass strip hadn’t been mowed and rolled for a while. The grass was 10-12 inches tall and that made for a long takeoff roll in the 152

*(Continued on page 5)*

## Poplar Grove Picnic

by Ron Liebmann

Ken and Frank’s Annual Day at the Hanger was a success despite the rain at Poplar Grove Airport on Saturday, August 28. The boys put the event together inside Ken’s new hangar which is still under construction at Poplar Grove International Airport. The event was held on August 28th and that day showed us a wonderful turnout of 790 members and guests despite the rain and chilly temps. It could have been a success because of the charm Ken and Frank exude, but it was more likely that the word was out that they were serving Ken’s great corn and brats. If you missed it, there is always next year right around the corner.

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## Good To Know

It seems as though Zenith has recognized the trend in home-building and is following the same lead as Vans ... check their web site <http://www.zenithair.com/workshop.htm>. Perhaps the next step is the direction Superior engines is going where you can spend 5 days on their production line, and take home your own certified engine.

- Milt Ciarlariello



*Wally of Oz – As the Wizard of Camp Cooking, Wally turned the camp into Oz for us. (photo by Mike and Kim Monreal)*



*Mike and Kim Monreal's Champ - Makes for good camping, doesn't it? (photo by Mike Monreal)*

*(Sod Experiences continued from page 4)*  
we were flying.

Then there's the Richardson Farm in Spring Grove, IL which is famous for its large corn maze. The Richardson's have a north-south strip that has power lines on one end, tall pines on the other end, and goes from down hill to up hill in the middle. When taking off, you have to remember how to climb to avoid obstacles. The one and only time I flew in and out of that strip those trees seemed to be a thousand feet tall.

While working on my instrument rating, I was introduced to landing on Wayne's farm (Fletcher-9W18). The grass strip slopes down from east to west and had 2 silos 100 feet from the east end. Landing to the east was no problem but landing to the west required a little technique. Here's how that went. Fly a tight pattern and as you turn from downwind to base drop to 300' AGL. Be approximately 45 degrees off the runway heading and aim for the silos (don't fly into them). As you get closer to the silos begin a left turn to land (with full flaps). You land on the left main, let the right main come down, and lower the nose wheel (unless we were flying his C180). When taking off to the east, turn right before you hit the silos. After a couple of times doing this, it's no problem (yeah right). Don't forget there's corn growing along the runway and it tends to beat up wings.

Grass strips like these can test your piloting skills. So, if you've not flown in and out of a grass strip get with an instructor who does **regularly** and find out what you've been missing. Go make some memorable takeoffs and landings!



*A Different Young Eagle Ride – We have here Daniel Mohs, grandson of Anna and John Osborn, extraordinary members now living in Kerrville, TX. Somehow even at OSH, cars and boys still mix. (photo by Anna Osborn)*



*Jimmy and Tom – One can only wonder what Jimmy Franklin and Tom Poberezny are discussing with Tom an aerobatic world-champion and Jimmy self-soloed at 12 and about to climb into a radial- and jet-engine biplane with 4500 total pounds of thrust. (photo by Mike Perkins)*

## Youth Corner



I've been so incredibly busy with this CFI hiring thing. I got home from Florida late Sunday night and the past three days have been so busy and I've been so stressed! I had a 2 hour written test on Monday. I passed that and then had an interview Monday afternoon. I passed the interview and then I had a sim check ride on Tuesday (VOR arc and approach). I passed that and then I had a flight check on Wednesday (all private maneuvers and landings). In between each I've been studying like crazy! But, a long story short, I am now a HIRED CFI!!!! I get my first student when school starts in the end of August. I'll send you a picture of me and Nick in our flight instructor uniforms once we get them.

Now, it's 7:00am Thursday morning - I'm doing an aerobatic flight and then Katie and I are driving down to Nebraska. She wants to go to grad school for meteorology and some Air Force school down there asked her to come and interview with them. So, we'll be there for two days.

Well, thank you so much for the letter of recommendation and your support! I wouldn't be here without you and the rest of 790!

Love, Chrissy

## Jan Stadt's Quilt



Jan won Honorable Mention for her quilt panel honoring Duane Cole. Congratulations, Jan! (photo by Jay Friddell)

## August Meeting

**D**oug Doers from DeltaHawk gave us a terrific presentation on his diesel engine. It was perhaps four years ago that Doug gave us a presentation while we were at the South Barrington village hall. His plans, hopes, and dreams have now turned into reality after a lot of hard work. In his Power-Point presentation, Doug showed pictures of his engine flying last May in a Velocity. He told us as flight testing progressed, the chase Cherokee wasn't fast enough so they got a Mooney. The Mooney wasn't fast enough so they got a twin. The twin couldn't fly high enough so Doug left him 1,500 feet below. I guess that's what happens when you design an engine from scratch using a turbocharger and a supercharger. Another surprise was that European airframe manufacturers are all over Doug to provide them with engines – leaded aviation fuel is very costly as are most other aromatic fuels. But not so with diesel, and the DeltaHawk can burn just about anything that smells like kerosene, so Europe is lining up for his engines. He told us he's spent \$4M on his engine project so far, and it's nearly ready for certification. Editorially-speaking, this kind of money is spare change for Lycoming and Continental, but it took an inventor working nearly on his own to accomplish it, and we're proud to know him.

## Cozy Workshop Visit

**B**arb and Jeff Wilson's Cozy Workshop Visit – This was held Saturday, August 21. For those of you who were not able to attend, this is what Jeff writes about his Cozy under construction:



*In September of 2001, Barbara and I started construction on our Cozy MKIV plans-built aircraft. The Cozy, as it is commonly called, is a four-place Canard-Aircraft that is built using the 'moldless' composite construction technique pioneered by Burt Rutan (and many California Surfers), and there are about 350+ examples currently flying.*

*The Cozy is a fast aircraft, with landing speeds in the 75mph range and a fast cruise of 220mph at 75% power. On the two flights I have had in Cozys (thanks to a generous builder/pilot) I easily sustained airspeeds of 200mph at a 75% power setting on a Lycoming O-320 (a 160hp engine!)*

Next month we'll publish Jeff's complete article about his Cozy project.



*DC-3 – Built strong and made to last, and basking in the sun. (photo by Mike Perkins)*

# Chapter Picnic at Rose's

by Ron Liebmann

What a great day for a fly-in picnic and it was sure a great one too. In past years the most planes we had fly into Bill Rose's beautiful airstrip was 13, but today we had 21! Seeing all those planes parked along the runway was spectacular in my opinion. Not bad for an event date that was changed at the last minute!

I was the first to arrive on this day of sun and calm winds followed by a guest of mine, Dennis Spiegel, president of the O6C flying club. He brought his gorgeous vintage ERCOUCPE. Then came Bud, (a different Bud) in his pristine RYAN PT22. That Kinner sounded really sweet. Bud was also an invite of mine.

Now I'll try to name the pilots who flew in. Tom & Jan Anderson-KITFOX, Alex & Carol VonBosse-DORNEAR, Rich Oleszczuk-CHEROKEE, Chuck & Mrs. Binzel-CARDINAL RG, Lee Hilbert-SEABEE,

Ron Johnson-PT-22, Dave Stadt-CESSNA 140, Ron Liebmann-KITFOX, Darren Spiegel-C-172, Phil Bohn, my guest, LUSCOMB, Tom Barnes-RV6, Dane Sheahan-RV8A, Dana Holiday-DECATHALON, Buck & Dorothy Hilbert-CHAMP, Jack & John Kinyon-CESSNA ?(sorry), Mike & Kim Monreal-CHAMP, Bob & Mrs. O'Quinn-C-140, a guest from Poplar Grove Mark-J-3 CUB, Lee Hogan-C-172.

Ken brought in the super grill that he always brings us along with the charcoal & CORN of course. Thanks Ken! I would guess that about 65 of us were there. Sharon Advani showed up the day before and was greeted by members of Jeff Mann's son's wedding reception. Jeff is Bill Rose's right hand man and his son had the grounds for their special day. That's why we had to make the hasty change to the next day, Sunday. But, Sharon showed up and joined us today. Way to go, Sharon.

No doubt there will be some fine pictures coming soon of this super picnic. Thanks all for coming and helping out to make this one fine day.



Wall of Fire – This reenactment is always impressive and must generate the most interesting thermals. (photo by Trella Perkins)



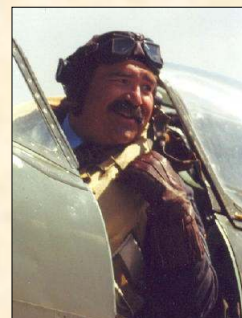
AeroShell Split – Smoke on, push over, pull, pull. Split! (photo by Bud Herod)



Four Tight - Oshkosh has the best, and this routine is the best of the best. (photo by Mike Perkins)



12-Cylinder Taxi – Rump-rumping along at “no faster than a man can walk,” this most-revered P-51 is about to commit 400 mph. (photo by Mike Perkins)



Spitfire – Last minute scramble checklist with the ground crew. Fuel. Ammo. Prop clear. Chocks. (photo by Mike Perkins)

# Calendar of Events

Sept 26 (Sun) ..... Schaumburg Aviation Day, Schaumburg Regional

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

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

## Announcements

**Jeff Wilson** has updated our chapter webpage. It's at [www.eaa790.org](http://www.eaa790.org) and it's truly new and improved, so check it out! There's a **member's only** section for which the Member ID is "eaa790" and the password is "taylorcraft". Please be aware that like always, passwords and IDs are case sensitive and all of these are in lower case (no capital letters). Nearly all our chapter newsletters from 2000 onwards are **archived** there. Jeff is continuing to update it and asks that you send photos of your project or airplane, or any other **cool photographs** that you may have taken.

**Tom Solar** reports that August's 50/50 raffle netted our chapter coffers \$36 while the first prize was also \$36 in cash. The board of directors will start **buying** raffle items beginning this month so the raffle can be larger than recent ones. So bring along a little extra money to this month's raffle. **Tom and Dana** ask that if you have any items to **donate** to the raffle, please remember that a raffle-prize donation is a donation to the chapter, and so please bring them along. *You must have something lying around, and it doesn't have to be related to aviation.* Money raised in excess of our usual expenses goes to pay for EAA scholarships, Young Eagles Day insurance, and all kinds of other worthy things.

**New Members** - We'd like to welcome Dave Serratt and Mitch Wohl who have recently joined our chapter.



*High Colors – This flag has been a lot of places, but it is seldom more appreciated and understood than by the half a million folks at Airventure. (photo by Trella Perkins)*



*Bay's Open – Another "overcast" day in pure sunshine. (photo by Mike Perkins)*

### 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](mailto:abbiennair@cs.com)**

### 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: 847-639-5408.**

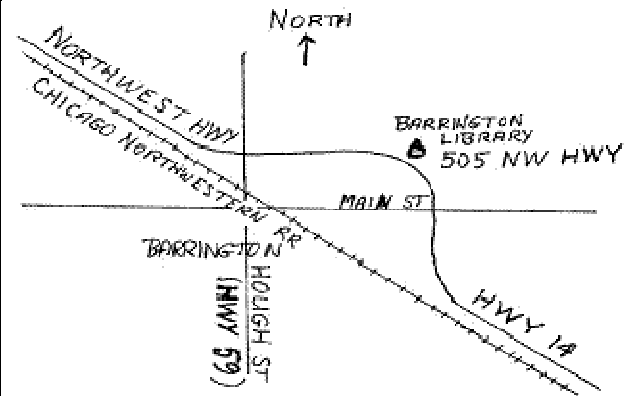
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## DIRECTIONS, ETC

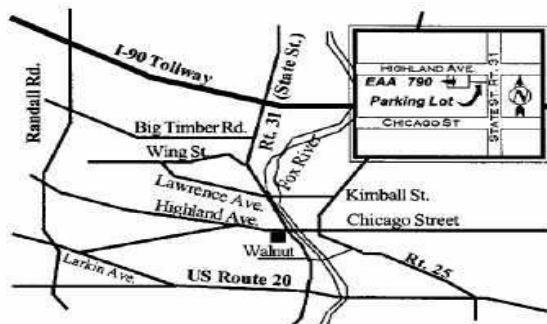
Regular Chapter meetings are held on the fourth Tuesday evening of each month (except July) at the Barrington Public Library. Meetings begin at 7:30, with a social "hour" preceding. The Library is located on Highway 14 between Main St./Lake Cook Rd, and Highway 59 (Hough St.) in Barrington, Illinois.



### 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.

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



### 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 @ 847-515-3585**

**For Sale** RV-6A SLIDER - 468 HRS. TT, LYC IO-320BIA-160



HP, Hartzel C/S, King avionics (KLN89B IFR GPS input to Navaid A/P, KX155-54 transceivers, KMA-24 MB, KI 206/209 CDI W/GS, KA134 audio), htd pitot, i'com, noise can h'sets, Electronics Int'l engine inst, prof'l upholstery, strobes, Slick mags, oil clr, NDH. Hangared Kenosha WI. \$67,500. **Call: Gale Lyle @ (847) 296 1736, (941) 408 0043.**

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](mailto:jvlasic@lunt.com)

Contact Dwight Zeller for information or suggestions regarding Young Eagle Rallies.

Phone: (847) 524-3973  
Email: [zellerd@worldnet.att.net](mailto:zellerd@worldnet.att.net)

## 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](mailto:michael.perkins@rauland.com) or [trlegates@comcast.net](mailto: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.

Regular Chapter Meeting September 28, 7:30 at the Barrington Library

