

Winds Aloft



EAA CHAPTER 790

P.O. BOX 1206 BARRINGTON, IL 60011

WWW.EAA790.ORG

Tom Barnes, a friend to many, father of two, past member of Chapter 790, past president of sister Chapter 1414, and an RV-6 builder and pilot, was laid to rest Saturday, January 17. Certainly his leaving was untimely – he had yet many thousands of hours to put on his airplane, many more hands to shake, many more smiles to give. His service was attended by many flying friends. As a small tribute, the editors would like to reprint an article written by Tom just four short years ago. Shining through with clarity are his aeronautic talents, commitment to having fun, and love of his fellow men. From Chapter 1414’s Leading Edge, March 2005.

WE BUILD ‘EM, TEST ‘EM and FLY ‘EM



Tom Barnes

These are the words on the back of a T-shirt I purchased on my second or third trip to Oshkosh in the mid ‘90’s. It made me proud to be included with those who do the same, but for me, it was not all true as I only qualified as a builder, and an inexperienced one at that, but no one ever challenged the fact and it was important to me to be identified as an EXPERIMENTAL nuts-and-bolts kind of guy, planning for the future when these words come true. Besides, the shirt fit, so I wore it.

I made the decision to build an airplane after considering building a large, radio-controlled model. I remember the thought process that “if I were to double the size (of the model), then I could get in and fly it.” So I took five hours of flight training to see if I would even enjoy flying, then made the decision.

The configuration of my dream machine was easy to specify. It had to resemble a P-51 as closely as possible. That is, aluminum, low wing, front engine, sliding canopy and tail wheel. I ordered a subscription of Kitplanes Magazine and the first issue arrived two days before Oshkosh ‘94. I made a list of the vendors of interest and within the first hour of arrival at Oshkosh, had purchased all the available info packages. Oddly, I didn’t notice Van’s Aircraft’s ad. I ordered the plans for a Bushby Midget Mustang II. Later in the summer I attended a builder’s conference at DuPage airport where I spoke directly with Bob Bushby and his friend, an RV-4 builder, and based on that conversation, I switched to the Van’s product, even having never seen one. The change of mind came from the comparison of the builder community in the Chicago area. I placed my order for the RV-6 empennage and it arrived around Thanksgiving.

From Christmas 1994, at which time I began working on my Van’s RV-6, until the time it was deemed air-worthy in 2003, I held myself to a promise of “trying to do something every day”. I don’t remember taking much time-off except an occasional lull while awaiting shipments. All I can say is that time flies while you’re having fun and besides, I had no outside pressures or timetables in mind.

It seems that airplane projects are rarely ever “really finished”, but this past April, (4/4/2004 to be exact), the kit was assembled, all the paperwork was in order, the tanks were full of 100 octane, the engine was thumping perfectly on all four cylinders, a light breeze was straight down the runway, and I was wearing my t-shirt “WE
(Continued on page 4)

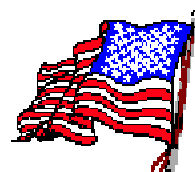
Remember February 28 is the Chapter Banquet. If you haven’t already registered, see page 7

JANUARY 2009

President’s Message	3	Safety Corner	5	Chapter Calendar.....	6
Board Meeting Minutes.....	3	From The Winds Aloft	5	Chicago Class B Changes	6



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President's Message



Happy New Year to Chapter 790. I hope that all of you had a good Holiday Season! I find it hard to believe that I am writing the President's Message for Chapter 790. As I start out in my new role as your chapter president, I

want you to know it is an honor to serve you and I do not take it lightly. I thank you for your confidence in me to fill this position. My goal is not only to continue the strong leadership which has preceded me, but to also strengthen the chapter's role within EAA. As I sit back and look at what makes our chapter great, here are a few things that I see makes us so.

- Family involvement
- Continued volunteerism
- Aviation outreach
- Shared enthusiasm for aviation
- Fun aviation centered activities
- Chapter development
- Chapter Leadership
- Forward thinking
- Flying

- Guest speakers and presentations
- Helping others
- Building aircraft
- Fellowship
- Aviation Education
- Flight Safety
- Problem solving

What a list, and I'm sure I left something off of it. Looks like we have something to offer everyone and if it's not here, I'm sure we can add it!

The Chapter 790 Banquet is coming up and this year it will once again be held at the Crystal Lake Country Club. Ole Sindberg once again has worked hard in getting the banquet set up for us this year. This year it is being held on February 28 so mark your calendars. We are still working out who our featured speaker will be and will know later this week. You will find information in the newsletter for menu choices. Make sure you sign up by the due date to guarantee your menu selection. (*Sign-up form on page 7*)

By the way, I haven't been able to get an answer to where Air Force 790 is kept. Is it true that it's being restored?

Elton

December 2nd EAA Chapter 790 Board Meeting Minutes

The EAA 790 Board meeting was held at Schaumburg Airport. The meeting began at 7:50 p.m. Attendees were Nancy Blazyk, Glen Brisson, Lon Danek, Brad Delisle, Elton Eisele, Herb Gottelt, Tom LeGates, Ron Liebmann, Mike Perkins, Jim Pratt, Ole Sindberg, and Tom Solar.

President's Introduction: Elton Eisele opened the meeting with a short introduction of himself. He indicated one of his main goals for the Chapter was to increase membership. He mentioned several ways to approach this, including projects that would increase our visibility in the community, and a mailing to all EAA members in our area.

Chapter Banquet: The need for a speaker for our banquet was discussed. Several names were suggested, with the final decision being to approach EAA's Earl Lawrence. Elton will follow up with him and advise if he will be able to speak. Lon

Danek suggested that we extend an invitation to members of Chapters 1414 and 89 as a way of increasing our attendance. He also suggested that we make calls to members to encourage attendance. Tom LeGates will prepare member lists, so that various board members can make the calls. Ole Sindberg indicated that we would need to finalize attendance prior to the February member meeting (2/24), so these calls need to be made quickly.

January Meeting Speaker: Barb Rapchak has suggested Steve Mark, an aviation photographer, as speaker for January. Elton will follow up with Steve.

T-28 Dinner Meeting: Glen Brisson indicated that he and Steve Kulovsek want to host a dinner at the restoration shop as the March members meeting. Food and drinks will be provided, with members bringing additional dishes to share. Ron Liebmann indicated he will bring along a video of Mike Titre.
(Continued on page 4)

(Board Minutes continued from page 3)

Annual Chapter Renewal Paperwork: Tom Solar introduced the annual renewal paperwork to Elton, who will submit it to Headquarters. The appropriate level for our Chapter insurance coverage was discussed and determined, and Lon Danek provided a check to cover this expense. Tom LeGates will create the required Chapter roster and forward it to Elton for submission.

Founder's Wing Brick: Glen Brisson again discussed the possibility of a Chapter donation to purchase a brick for the Founder's Wing. The money would go to fund the construction of the Wing. Glen will speak about this at the next members' meeting to determine if there is enough interest to proceed.

Treasurer's Report: Lon Danek reports our treasury is in good shape. He also discussed who was currently listed as able to sign for the Chapter checking account. After discussion it was decided to add Elton Eisele and Ole Sindberg to the list, and remove several names no longer appropriate.

Chapter Website: Elton brought out several ideas for links from our website to other interesting aviation sites, including Skyvector.com, FlightAware.com and aero-tv.net. He will pursue these with webmaster Jeff Wilson.

The meeting was adjourned at 9:15 p.m.

Submitted,
Tom LeGates, Secretary



(We Build 'EM continued from page 1)

BUILD 'EM, TEST 'EM and FLY 'EM'.

My piloting skills had been reprogrammed by Alex DeDominicis in his RV-6 three weeks earlier, my test plan had been prepared by flight advisor Shawn Kilpatrick, so finally after a number of scrubbed missions due to weather, I began my "first flight" program and taxied up to the hold-short line of runway 06 right.

"Kenosha Tower, this is Experimental 4-4-2 Tango Bravo. Do you read me?" Wow, what a rush of pride to get these words off my chest. After the tower's acknowledgement, I informed them of what was about to take place and they were very helpful by making sure that things on their end went smoothly. I performed the program, landed and taxied to and parked in front of my hangar. There was no RV grin like many of the pictures in the newsletters depict, partly because there

was no audience and secondly, I was solemnly enjoying the peace of the moment. After about ten minutes, I decided I just had to tell someone so I called my daughter and announced the news, but for some strange reason, was only able to get out three or four words before my excitement shut down my ability to talk. She got the picture though and congratulated me. I was unable to say anything more, just good-bye and hung up.

Now, for months the RV-grin is a common occurrence and happens most weekends and often in between. I'm honing my piloting skills with formation practice and some aerobatics. And to fill the builder's void, I spend most of my free time just hanging around the Poplar Grove airport visiting with my neighbors.

It may be the newness of it all, but being a builder, test pilot and flyer has a certain ring that for years I never thought I could afford. I admit I'm hooked on aviation and it feels good. As one of my younger friends has said on a number of occasions, "you need to live your dream." Thinking about it, one might say that this was a dream come true.



FAR/AIM

Air-to-Air Communications

Chapter 4-1-11 of the Aeronautical Information Manual lists 122.75 MHz and 122.85 as the air-to-air frequencies for fixed-wing aircraft and 123.025 MHz for general aviation helicopters.

Some pilots mistakenly use 123.45 MHz for air-to-air communications. However, that frequency is designated for use by oceanic flights in areas when out of range of VHF ground stations to exchange operational information and to resolve operational problems. It is not designated for use by domestic US flights.



Safety Corner

Lurking In The Murk

by Mike Perkins



Quiz time: What gets updated faster than a sectional map?

AnsWER: Just about anything. . . .

Illinois and Wisconsin play host to numerous wind farms. Maps and GPS databases seem to be the last to know. Ahh, wind turbines – do you like their paint jobs? In Europe, their blades are striped orange. Not here. I'd say that if Ace Hardware had a wind farm tint, it would be called In-visible Scuddy Fog. And how high do these mirages protrude into our airy freedom? Last week I decided to find out.

I flew about 20 miles from home base to examine a new installation of power turbines. They hadn't been started up yet. I eaglelly surveyed the overall area. A half mile away from anything, I descended until the blade tip of one turbine matched the horizon. It was 600 ft AGL.

Unlike other obstructions, their avoidance lights aren't at the highest point. Instead, they're on the generator housing which can be 75 to 100 feet below the windmill's arc.

One day not long ago that was unfit to even wash an airplane, I saw a UFO pop into view from beneath the scud. Landing light ablaze. The pretty 182 roared over my car at rivet-counting height. It dashed along generally towards the stack of a coal-fired power plant. One more gray hair.

I'm going to give some advice about nap-of-the-earth flights: never do them on a whim. If you feel the need to see Mother Earth up close, plan it. Pick your scenic section. Determine some edge boundaries. Check within the boundaries carefully at the MEA before descending lower. Just one more piece of advice: never fly lower than 200 feet AGL – every year wires get their fair share of aircraft. Strands of new metal and fiberglass, coated in the ever popular Scuddy Fog, grow overnight like mushrooms in a wet field. Only higher.



Click-On

For some really nice photos (and we mean really nice) see aviation photographer Bernard Zee's website:

<http://home.comcast.net/~bzee1b/Nellis08/P38/P38.html>



Ever wonder how to rivet some unreachable places with standard, solid rivets? The EAA has the answer in an excellent video hint, and only about three minutes long:

<http://www.eaa.org/video/homebuilders.html?videoId=5337092001>



Blown in From the Winds Aloft

Have you heard that the Illinois DOT is bringing back the ever-popular Illinois **Airport Directory**? Behind this is Susan Shea, head of Division of Aeronautics. She is the **third generation** of flyers in her family. The annual bound volumes will again be mailed free to Illinois-registered pilots.

Clecos to Loan, Anyone? As you know, Robert Skalany, David Morrow, and John Kinyon are rebuilding their Cessna 170A at Lake-in-the-Hills Airport. In early March they'll need about 450 1/8" Cleco fasteners. They'd like to see if anyone can loan them some or are willing to sell some used ones (cheap). Otherwise they'll have to buy new ones at around 50 cents each, just for a short use.

Congratulations: Nancy Blazyk reports that Tim Alfeld just finished his multi-engine and commercial ratings. Congratulations to Tim.





Calendar of Events



2009

January 27 (Tue)..... Members Meeting, Barrington Library, 7:00 p.m.

*February 3 (Tue)..... Board Meeting, Location TBD, 7:30 p.m.

*February 24 (Tue)..... Members Meeting, Barrington Library, 7:00 p.m.

February 28, 2009 (Sat).....Annual Banquet, Crystal Lake Country Club, 6:00 p.m.

*March 24 (Tue)..... Members meeting, workshop visit and dinner, hosted by Warbird Restorations at their shop in Crystal Lake, 6:00 p.m.

July 27 - August 2, 2009 ... AirVenture Oshkosh

* Event added/revised this month

Chicago Class B Airspace Modification Meetings

The FAA will hold two fact finding informal meetings regarding the plan to modify the Chicago Class B airspace area. These meetings are in addition to the three meetings held previously.

The meetings will be held as follows:

Monday, February 23, 2009 at 1 p.m.

Lewis University, Harold E. White Aviation Center
1 University Parkway
Romeoville, IL 60446

Thursday, February 26, 2009 at 5 p.m.

DuPage Flight Center
Chicago DuPage Airport
2700 International Drive
West Chicago, IL 60185

For information regarding these meetings, contact Anne Hulse, FAA Chicago TRACON, 1100 Bowes Road, Elgin, IL, 60123; Telephone (847) 608-5524.

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 6:30 with a social hour. The Library is located on Highway 14 between Main St/Lake Cook Rd., and Highway 59 (Hough St) in Barrington, Illinois.



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.

Email: Oleeva@sbcglobal.net

Contact [Don Jenerick](#) for information or suggestions regarding Young Eagle Rallies. **Phone: (847) 526-6187**

Email: d.j.jenerick@juno.com

Tail-Wheel Endorsement



Bob O'Quinn, CFI, is offering tail-wheel checkout and endorsement in a Piper J-3 Cub, Cessna 140 or your personal aircraft. For more information, call (847) 358-7554 or e-mail roquinn@TurfGrassSod.org.

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: Hangar at Lake-in-the-Hills Airport. Fully insulated, well-lighted throughout, convenient electrical outlets. T-type, 42 feet wide. Mid-section is 34 feet deep and 20 feet high. Hanger P-43. **Call 847-903-5173.**

For Sale: 1/5 share in 1967 Cherokee 180. Hangared at The Landings, this aircraft has been meticulously maintained. 3400 TTAF, 570 prop & engine which is factory remanufactured. Full IFR panel includes dual nav/com, GS, BK89B IFR cert. GPS. S-TEC A/P w/alt, audio w/4 place intercom. Asking \$12,500, for details **contact Jay Frymark, 262-376-4345, or jfrvmark@ameritech.net.**



For Sale: Builders Equipment - Three-foot Brake (finger), Four-foot Shear, Sheet Metal Tools, Rivet Gun, bucking bars, clecocs and tools, Cherry Rivet Tool, Tubing Benders, Flaring Tools, Acetylene Torch and tanks, Angle Grinders, Air Sander, Compression Tester, Timing Light, Aircraft Valve Seat Grinder. **Contact George Jenny at 847/683-3594, Burlington, IL.**

For Sale or Trade: 1947 Super Seabee. N3262G, S/N 361, TT ~ 2100, Lyc GO 480 w/330 SMOH. 3 blade prop, STOL droop tips w/ wing extensions. OH power quadrant, wide spray rails. Elect. hydr. gear & flaps. 3 bilge pumps. Paint & int. 7+. All Ads & mods. Annual incl. w/sale. **Contact Ken Kresmery 847-742-0000**



For Sale: 1988 Fiero GT, one of the last 1988s made, original Med Red metallic. 27816 miles. All available factory options, (only two built with all options). Original T-top, Leather seats, Floor mats, Rear defroster, Wing spoiler, Auto trans., AM-FM

w/ tape, equal and sub-woofer, Gold wheels, A/C, Cruise, PDL, PW, PM, Tilt wheel, tinted windows, Maintenance manual, Fiero decal on top of windshield. All original except bigger and better brakes, (a V8 Archie mod - \$1750), Winner of 2006 Fierorama for unmodified cars, Never seen winter. Car is particularly clean and well maintained, pretty much like new. Of course no rust. Everything works incl. A/C. \$10,000. Hangared at Lake in the Hills airport IL. **Call Ole Sindberg at 847-639-5408 or oleeva@sbcglobal.net** (Editor's note: This car is spotless inside and out.)



For Sale: (1) Shoulder harness and lap belt for pilot and copilot. Blue, good condition. From C-182E. \$110: (2) C-182 Pilot Seat. Very good condition. Blue tweed fabric and vinyl, professionally cleaned. From C-182E. \$500. **Call Barbara Rapchak (815) 356-1767.**

For Rent: At Poplar Grove airport, an insulated newer T hangar. Heat & electric available. Rent is \$220 monthly. By owner, who has built another hangar attached to the home. **Call 815 979 8123 or 815 544 1751.**

For Sale: 1995 Subaru boxer, 4 cylinder, liquid cooled engine. Taken from car with 35K miles. Would need overhaul for airplane use. Engine located in Elgin at Ball St. & Ludeka Pl. Available for \$500 OBO. **Contact Mark Elliott @ 847 628-3922 days, 847 742-2857 evenings.**

For Sale: RV-4 empennage kit purchased May '04 & untouched except for assembling the horizontal stabilizer spar & ribs. All of the skins are untouched & are still wrapped in blue protective covering. Price if purchased from Van's is \$1,200 plus freight. Asking \$600 FOB Cary, IL. A very nicely constructed jig is included if you pick it up in Cary. **Contact [Elaine Knoedler@sbcglobal.net](mailto:Elaine_Knoedler@sbcglobal.net)**

For Sale: Lancair project, pressurized option, horizontal stab completed, wings 70% completed, fowler flaps, speed brakes, wing tip extensions for high altitude, plus many other parts & extras. Superior workmanship throughout. **Contact Marv Jensen, (817) 573-9011 or email: kmlancair4@aol.com.**

EAA Chapter 790 Annual Banquet Reservation Saturday February 28, 2008 at the Crystal Lake Country Club

Name: _____

Spouse/Guest: _____

Menu Choices:

Member	Guest	
_____	_____	Prime Rib of Beef (\$34)
_____	_____	Bistro Chicken (\$30)
_____	_____	Pan Roasted Salmon (\$30)

Amount Enclosed: \$ _____

(Make checks payable to "EAA Chapter 790")

Send To: Lon Danek
C/O EAA Chapter 790
PO Box 1206
Barrington IL 60010

Or: Bring to the next member's meeting

Pre-meeting Checklist

- ✓ **Name Tags**
- ✓ **Article(s) For The Newsletter**
- ✓ **Program And Outing Ideas**

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.

EAA CHAPTER 790

2009 Dues Payment

Please Print

Last Name _____ First Name _____ Spouse _____ EAA Membership Number _____
 Street Address _____ City _____ State _____ Zip _____
 Home Phone _____ Work/Cell Phone _____ Email Address _____ Own Act/Project Y/N _____ Model or Type _____

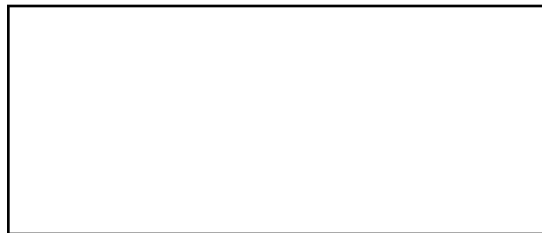
I would like to receive the newsletter by U.S. Mail _____ Email _____ (Check One)
Dues for 2009 **\$25.00 Family/Individual** **\$10 Out of state (Email)** **\$10.00 Student**

*Part of your dues payment may be used
 to support our Scholarship Fund*
Thank you for your support

Mail check To: EAA CHAPTER 790
P.O. Box 1206
Barrington, IL 60011

Our next meeting will be held on Tuesday, **January 27**, at the Barrington Public Library. The meeting will include installation of new officers, and a presentation by Steve Mark who's done some excellent aviation photography (vintage, life at small airports, and more) featured by the EAA. We hope to see you all there around 7 p.m.

**NEXT CHAP-
 TER
 MEETING**



TO:

