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Newsletter of EAA Chapter 790 June 2009

TOM POBEREZY TO BE OUR JUNE GUEST SPEAKER

EAA President and CEO Tom Poberezny is slated to be our guest speaker Tuesday, June 23 at the Barrington Public Library. We would like to be able to provide Tom with some questions ahead of time that are on our chapter members' minds. Among other things, Tom is very busy battling the over the TSA's plans to implement GA security measures and the Obama administration enacting users fees. We consider ourselves very fortunate that he is taking the time to speak to us. The meeting starts at 7:30, but doors open at 6:30 for social time. If you have an area of interest or concern that you would like Tom to address, please send your question to Elton, who will be coordinating the visit with Tom. Elton can be reached at elteis@niles-hs.k12.il.us or at (630) 872-8082.

CHAPTER EVENTS and OUTINGS

June 27 (Saturday) – Havana's Old-Fashioned Fly-In Pancake Breakfast – From 6:30 – 11:30 am. Come for the food, stay for the airplanes. Havana Airport (9I0) has 2235 feet of smooth sod and plenty of parking.

July 4 – 5 (Saturday and Sunday) - Fly-In / Drive-In to Abel Island – Ken and Polly Kresmary are holding their third annual two-day Independence Day Party in their airport-community summer home near Guttenberg, Iowa. It's a scant 125 NM from Lake-in-the-Hills Airport on a peninsula jutting into the Mississippi River on the Iowa side. The north-south runway is 2600 feet of grass located northwest of C74 (Cassville, WI). You can taxi to the house. They have boats, fishing poles, and bait. Bring your swimming suits. If you wish to stay overnight, bring a sleeping bag. Take a ride on their Mississippi outboard. Take out the pontoon boat or a kayak. Their address is 179 Abel Drive, Guttenberg, Iowa, local phone 563-252-2177. Lunches both days are at 1:30. For more info, call Ken Kresmary at 847-742-0000.

July 4 (Saturday) - Birthday Celebration at Frank Herdzina's Bird Hangar, Poplar Grove Airport, 1 PM.

August 16 (Sunday) - Poplar Grove Airport Pancake Breakfast and Family Day at Vintage Wings & Wheels Museum.

August 23 (Saturday) - Ken and Polly's 14th Annual Day at the Hanger – Drive or fly to this all-day event at Poplar Grove Airport with lunch at 2 PM: Italian sausage, sweet corn, and soft drinks. Sign up for the parachute jump. Go for a ride in one of

four airplanes. Ride in an XKE Jaguar, a 57 T-bird with the top down, a 1979 Rolls Royce, a 1930 Model A Ford with rumble seat, 1911 Woods Mobillette (if it'll run). Only things to bring: children, friends, and a side-dish. For non-PIC, the bar opens at high noon. For more info, call Ken Kresmary at 847-742-0000.

UPCOMING MEETINGS

June 23 (Tuesday)

Barrington Public Library – EAA President Tom Poberezny will be our guest speaker.

July 21 (Tuesday)

Barrington Public Library – AirVenture planning and other topics.

PRESIDENT ELTON'S MESSAGE

Hello all! The past month was busy for Chapter 790. At our first Young Eagles event we had 8 pilots fly 55 new Young Eagles. The weekend of June 6 and 7 found a group of our members flying down to Dayton to see the Air Force Museum. Both events left people talking about the adventure of flight in new ways.

We have a big meeting ahead of us this month that you don't want to miss. We are going to have a very special guest with us that I think you will all enjoy. The Chairman/President of EAA Mr. Tom Poberezny will be at our meeting June 23rd. Come early and stay late so you can visit with the rest of the chapter members.

Volunteers have been at the heart of EAA's AirVenture for many years. EAA volunteers share so many important times and adventures that make them grow together in a special way. You can volunteer in all types of areas; KidVenture, Forum Host, Carts (oops, never mind), Aircraft Greeter, Craft Tent, Departure Briefing, Flying Cinema, Hospitality Pavilion, member Village Support, Maintenance, Warbird area, Aircraft Registration, and the list goes on and on. You can even be in a Concert Band! (I bet many of you even know the director!) You can find information on many areas with descriptions at: [AirVenture Volunteers >>](#)

There are only 39 more days till AirVenture! See you at the June Meeting!

Elton

CHAPTER HATS, JACKETS, and SHIRTS

There's still time to show your chapter spirit with custom 790 clothing. If you're planning on wearing it to AirVenture, get your orders in by the June meeting. Order online by clicking on [Order 790 stuff >>](#). You can pay securely through PayPal and have your order shipped directly to you or pick it up at the meeting. If you're planning to pick up your items at the meeting please allow two weeks. Many thanks to Jeff Wilson for setting this up for us.

EAA AND AOPA TEAM UP

Last week the EAA and AOPA teamed up to deal with issues affecting both organizations. Currently there is strong concern by both EAA and AOPA regarding new controls on freedom of flight, ranging from GA users fees to airport security.

[Read more >>](#)

CHAPTER OUTING TO WRIGHT PATTERSON AFB

A trip to the Air Force Museum at Dayton Ohio had been discussed for over three years at our Chapter 790 Board and General Meetings. Agreement was finally concluded to fly out, weather permitting, on June 6th. Weather permitted, even though a front was predicted to arrive in the Chicago area on Sunday afternoon. The idea was to arrive between 11:00 AM and noon EDT at Greene County Airport on Saturday June 6th. Greene County is the closest GA airport to Wright Patterson and a friendly airport it is. Room reservations were made at the Red Roof Inn, across from Wright State University and immediately adjacent to Wright Patterson. A car was rented through Enterprise at the airport.

Three planes departed on Saturday morning; Ole Sindberg in his Prescott Pusher along with Tom LeGates; Brad DeLisle in a Piper Archer with his dad Mike and; Tom Solar in his Cessna 150. The weather was beautiful with a tailwind all the way. While listening to the CTAF at Greene County Airport, I heard Ole's comm in the pattern at 11:10. I contacted Ole and immediately Brad replied. We all landed ten minutes apart.



The car was ready and we drove to the AF Museum and spent the afternoon viewing hangers one and two. The museum closed at 5:00 PM and on the way back to the motel, we spotted a sign to Huffman Field. We took the short detour and lo and behold we were at the first airport in the world, the field where the Wright Brothers did much of their flying and testing of their aircraft.

On Sunday we signed up for the bus trip to the other side of the base where many Air Force One planes and experimental aircraft are located. Upon completion of that trip, we headed back to our planes in order to beat the weather back home. Boy was that little airport busy. Cessna 150's, autogyro, helicopter and a ten-hour student who just wanted to visit and ask questions. Makes your heart feel good.

The trip back was bumpy with headwinds. Ole and Brad had NexRad and gave weather reports as we skirted around the darker clouds. We all landed safely.

There is so much to see. I would hope another future trip would be scheduled for further visits to the remaining hangers at the museum and the Wright Brothers museum in Dayton.

- Tom Solar

EDITORIAL: TSA SECURITY DIRECTIVE #1542-04-08G (SD-8G)

Last week the EAA was able to finally goad the TSA into publishing their list of 454 airports around the country targeted for new security requirements. A number of airport managers were suddenly angered to find their airport on the list. What the EAA and AOPA haven't been able to do is get the TSA to publish the actual security measures for these airports. The secret new rules are still unpublished, locked up in #1542-04-08G (SD-8G). Although some people have seen it, no one has gotten away alive with a copy.

As the secret document remains secret, some of the salient content has come forth with pry bars in the form of EAA, AOPA, and a few of the airport managers involved. One thing for certain: it puts the clamps on free access to the fence-side of airports by GA pilots and passengers where there is even so much as a single scheduled commercial flight per month.

Members of Congress have urged the TSA to reconsider the enforcement of this directive. However, the TSA has only relented to the extent of delaying the June 1st enforcement date to some unspecified later date. The FAA, who would appear to have jurisdiction over airport regulations, seems powerless as their new baby-brother agency is flexing its Homeland-grown muscles.

The old way of creating laws, as I recall, was in Congress by the introduction of bills where debate and compromise occurred. New rules proposed by various agencies like the FAA are first proposed in the Federal Register as an NPRM (Notice of Proposed Rule Making), allowing time for public comments to be considered.

But the TSA has a new way: just do it. After all, why get involved with all that messy due process stuff? Someone from the public might argue using common sense.

So far, the TSA has only been accused of creating unfunded mandates by legal watchdogs. If that's the only defense against the new TSA rules, we're in trouble - unfunded mandates are enacted all the time. It's like saying telling someone to wait before they throw a punch so you can take off your glasses.

I have written a lot about aviation safety. One of my axioms is that safety is defined as the absence of something bad happening. Sure, the TSA is charged with responsibility of keeping bad guys from doing bad things at airports. But what the TSA is doing with their first GA airport directive reminds me of a story.

A man in a small Midwestern town is standing on a corner, swinging his arms loosely to and fro. A boy asks him what he's doing. The man says he's warding off dangerous elephants. The boy says, "There are no elephants around here." The man replies, "See? It's working!"

A law is a rule with consequences. So the new TSA rules really constitute laws, but they're secret ones. I suppose one day they'll leak out. Is this the way government should be run? Do we want our laws enacted by an agency without due process, without even so much as an NPRM? And here we have Congress, our beloved Congress, pleading with an agency they themselves created to back off. Is their little Homeland brainchild getting more powerful than they?

One of the new secret-squirrel rules is that if you and your passengers are not badged specifically *for* a particular airport, you will have to be escorted by TSA people. The argument was raised that there might not be TSA personnel on the airport when you arrive. So the TSA quick whizzes up a new rule that says you can go to the self-serve pump and FBO without escort.

But enquiring minds want to know a few things. Will there be do-not-cross lines so it isn't secret where you can go? What happens if you stray too far? A polite escort or prosecution? Do you get blacklisted, jailed, "detained"?

I wasn't happy about the policy change that will deactivate the Guantanamo Bay detention camp. But maybe it will work to my advantage in that the TSA soon won't be able to send me there if I mess up and walk across some invisible line.

If you think directive #1542-04-08G (SD-8G) is the final one for GA from the TSA, you might be mistaken. The TSA is growing up and there's no shortage of numbers, paper, or ink.

I guess I'm like the little boy. What I want to know is - where are the elephants?

- Mike Perkins

BOARD MEETING MINUTES FROM JUNE

Our last EAA 790 Board meeting was held at Schaumburg Airport on June 2. The meeting began at 7:45 p.m. Attendees were Glen Brisson, Lon Danek, Brad Delisle, Elton Eisele, Herb Gottelt, Tom LeGates, Ron Liebmann, Rob Nelson, Mike Perkins, Ole Sindberg, Tom Solar and Rob Strickland.

Old Business: Elton asked if there were any questions on the May board minutes, and was asked for more information on the hangar dance that was mentioned. He will check. Ole asked for clarification of the "secret handshake" and Rob Nelson clarified. It was decided a better term would be "secret greeter". Ole also asked the whereabouts of the smaller trailer, and Ron indicated that it was his and that he had it.

Last Meeting: Elton asked for input on the May meeting, which he was unable to attend. Ole provided input, and noted he had not mentioned Tom Poberezny's upcoming visit. It was decided Tom would email all members to let them know, and to solicit questions, which Elton would pass on to Tom P.

Young Eagles: It was noted that we flew 55 YE kids with 8 pilots. We had additional ground support from chapter members, and 4 or 5 CAP cadets who were very helpful. The suggestion was made that we have a YE flight event just to take up the CAP cadets who have helped us out.

AirVenture Camping Signage: Rob Nelson brought along chapter camping stake-out signs. He indicated he was still set to make corner signs for our Young Eagle events.

Lanyards: Elton passed out information on name badge lanyards available on the web. Rob Nelson also brought along a chapter button for each board member. The suggestion was made to use these buttons instead of purchasing the lanyards, and this was agreed to. Tom will provide Rob with a current member list so these can be made before the next meeting. The buttons will be for use at the meeting only, and will be retained by the chapter between meetings.

Treasurer's Report: Lon gave us current figures on our checking account, indicating our finances are in great shape.

Events/Trips: Three were discussed –

- a) Wright Patterson Air Force Museum trip planned for the weekend of the 6th, discussed who was going, where and when to meet, cost of the museum, etc. Decided to meet at Greene County Airport around 11 a.m. eastern time.
- b) Ole mentioned the chapter in Denmark he belongs to schedules chapter trips in the spring and fall, either for sightseeing or for attending events. He will put something together for the newsletter to get member input on places to go.
- c) Ron suggested either the 12th or 19th of September for our picnic/fly-in at Bill & Myrt Rose's. He will schedule with Bill and report.

First Flight Recognition: Ole passed around a copy of a recognition award available from HQ for homebuilt first flights. It was also mentioned that a number of years ago we used to present first flight awards designed by the chapter.

Chapter History: Elton mentioned these recognition awards were an example of where a good chapter history would be helpful in tracking chapter practices. He is building documentation of his tenure to pass on to the next president.

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

Submitted, Tom LeGates, Secretary

UNDER THE HEADING OF WOOPS

From Tim Morrison, Houston, Texas and submitted to Overheard in IFR Magazine:

Flying into New Orleans Lakefront, approach had switched us over to tower. One controller worked both ground and tower frequencies. There was minimal radio chatter with other aircraft. But what was there was worth hearing: Tower: "Cessna

123, for future reference, the one with the yellow line down the center is a taxiway, and the one with the white line is a runway.”

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