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Newsletter of EAA Chapter 790 November 2011

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PRESIDENT'S COLUMN

The fall colors are almost gone and Thanksgiving is just around the corner. That doesn't mean things are slowing down for Chapter 790! After a great summer with our meetings at Lake in the Hills Airport we have returned to our regular home, the Barrington Library.

Again, we want to thank Ted for the use of his hangar during the summer and we hope we can work out something again for next summer. The library has informed us of a new policy they have about being out of the building on meeting nights. We must now be out of the building by 9:00 forcing us to change our start and ending times of the meeting. The evening will now start around 6:30 or so with hangar talk with the meeting starting promptly at 7:00. We will end the meeting at 8:45 and depart the building as quickly as possible.

The meeting will then "move" to Wool Street Bar for lots of hangar talk. Wool Street Bar is next to the Barrington Train Station. Remember guest are always welcomed to attend meetings and they do not have to be pilots!

You might have heard that the chapter was looking into sponsoring EAA's Tri-Motor Ford next fall. After researching Lake in the Hills Airport, it was discovered that the largest hangar we could use was 64 feet wide. Did you know that the Ford's wing span was 75 feet? EAA requires an 80 foot hangar for over-night storage. Unfortunately, the big hangars on the south side of the airport, have a clearance distance between hangars of only 70 feet. It would have been a unique opportunity to host the Ford and I'm sure we would have enjoyed sharing aviation history with so many people that would have come out to the airport.

We are looking for someone to help with our newsletter! We have made requests in the past for your help with the newsletter and so far, we have no one step up to help out. Tom (as secretary) and Mike have both graciously continued with The Winds Aloft Newsletter and secretary position for more than a year and a half beyond their planned departure time. They have informed me that as much as they like doing the newsletter that December will be their last newsletter. So we are in need for someone to step up! It is now time for someone else to take the reins. Thank you Tom and Mike for many years of ser-

vice with the Winds Aloft!

. Have you ever seen the Eiffel Tower, Versailles, the Louvre, Notre Dame Cathedral, the Arc de Triumph or the Normandy Beaches. If not, your chance is coming up! We are in the beginning stages of planning a trip to France in June 2013 for the Paris Airshow! Come be a part of the committee that is planning the trip for our chapter. Contact Elton if you are interested in being a part of the committee. (n137ee@aol.com or 630 872-8082)

. Time to return all DVDs borrowed at the meetings. Please plan on returning the DVD's at the upcoming meeting. All DVDs are personally owned by myself. I put them on loan to the chapter members to benefit from them. You may have just over looked having them and were always planning to return them. "The Spirit of St. Louis" is my favorite movie and is one of the missing DVDs....

. Did you see the opening to the Packers-Vikings game Monday night? If not, watch the following link! Look close and you'll see that part of it was shot on the EAA grounds and in a cleaned-out Eagle Hangar. Click on: [Jake Wood - Monday Night Football](#)

By the way, I'm really sorry but I will be unable to be at the November meeting due to Parent/Teacher conferences at my school. I hope you have great meeting!

Elton

NOVEMBER GENERAL MEETING

Our program for November is "So you need an annual? Let Lynn help!"

Lynn Hadler, owner and operator of Motive Service Co., located at Lake in the Hills airport, will discuss at our November meeting some of the important issues relating to aircraft annuals-----why needed, how done, and most importantly, what should the owner provide before the annual is started. As many of you know, annuals can be very surprising and needlessly expensive. Some of Lynn's comments could save you time, money and frustrations.

Prior to starting his aircraft maintenance business, Lynn professionally serviced commercial aircraft for United Airlines, allowing him to get a world of experience with everyday routine maintenance as well as experiencing the woes of critical failures and mandated AD's. Lynn's presentation will include a serious Q&A session. So, if you think you know "all about annuals," we encourage you to come to hear Lynn's "book of knowledge."

The meeting is November 22 at 7:00 PM and will once again be held at the Barrington Public Library. Social time will begin at 6:30 PM. See you there!

REPORT: SEVEN GO ON NORTHWEST AVIATION TOUR

By Joe Rossi

The EAA Chapter 790 "Northwest Trip" to the Portland and Seattle areas, with an Oct 28 departure and Nov 1 return, comprised seven members. Planned stops included The Tillamook Air Museum in Tillamook, OR, The Evergreen Aviation & Space Museum in McMinnville, OR, The Museum of Flight in Seattle, WA and The Flying Heritage Collection in Everett, WA. We would stop by Vans Aircraft and Glasair if we had time.

And so, with high expectations and tickets in hand the trip began with an o-dark hundred rendezvous at the heavily wooded and fog enshrouded home of Ken Kresmery. No, really - there are a lot of trees there and it really was foggy. Maybe I was just tired. Ole Sindberg, Dave Boone and Ron Wilson, driven by Ole's wife Eva, arrived right on schedule. Jim Bertoglio, Ken and I climbed in the van and we were off to O'Hare for the 08:30 departure. Ron Liebmann appeared in the ORD terminal 30 seconds after our arrival. Our group was complete!

Check in and security went smoothly until that security risk known as Ole Sindberg was pulled out of line for a body check! Go figure. All went well and we were allowed to go to the gate. While boarding a magnificent 757, we discovered that Ron Wilson was flying first class. What? Snubbed! Since he would talk to us commoners, we let him continue the trip with us.

A 10:30 arrival in Portland put us in a rental van and headed to the Tillamook Museum before noon. The 1½ hour ride out to the coast had us winding up through the hills of western Oregon. It sure does rain a lot out there. The conversation flowed and the ride seemed like 15 minutes.



We arrived in rainy Tillamook, known for its dairy products, and found the museum which is housed in an old blimp hangar. Built to hold eight K-class blimps during the Second World War, the cavernous hangar is a staggering 1072' by 296', which covers an astounding seven acres of floor space. The peak of the parabolic curved roof is 192' from the ground. There are no internal roof supports. If you've ever been to the Grand Canyon, you know what it's like to look at something and not grasp the enormity of it. This hangar causes just that non-perception. The constant rain caused an almost imperceptible hiss on the roof and the darkness inside added to the strange aura as well.

The collection of aircraft at Tillamook, which includes a 377 Stratocruiser (Mini-Guppy) and a 1938 Bellanca Air Cruiser is good, but we all agreed that the hangar was the main attraction. It's worth the trip. Ron W made friends with the cash register girls. More good conversation and friendship made for a short ride in the rain back to Portland.



Dinner back at the hotel served more bonding and storytelling. One story involved a young Dane washing airplanes for a weekend. Another had a bar owner putting an errant bullet through a new typewriter. We retired for the evening and checked out in the morning before heading to Evergreen Museum to see Howard Hughes' Spruce Goose as well as 200 other pristine air and spacecraft. Dave's son John met us for the day. We went up to the flight deck of The Spruce Goose. Think a 747 is big? Go see the Spruce Goose. Ron Wilson, who spent 15 years as a flight engineer on the 747, couldn't believe the proportions of this mammoth flying machine. I spent some quality time with Ron as I did last year on the Udvar-Hazy trip. Ron kept disappearing though....

Back to return the van and all of us spilling out of it like bunch of, well, never mind. Waiting for the commuter flight to Seattle provided our brush with fame. We sat in the small waiting room with Kristin Kreuk of Smallville fame. I didn't talk to her because I didn't know who she was. Probably for the better. A powerful Embraer EMB 120 delivered us to Seattle in no time. It sure provided a kick-in-the-pants on takeoff. During the climb, the young flight attendant offered earplugs. I didn't see her after that, until later, when I spotted her in the back talking to Ron W. The landing was a greaser. Later in the terminal, the first officer, wet behind the ears and barely filling his uniform, asked if we liked the landing. Must have been his leg.

Check in and dinner in Seattle with more stories and camaraderie prepared us for the Museum of Flight the following day. Ron W disappeared again and was found in the lobby with two flight attendants. Hmm.....

The Museum of Flight has an extensive collection of air and spacecraft that includes a vast array of WW I biplanes, the 707 Air Force One, a Cessna glider, a Heath Parasol, A Concorde and Boeing model 40B bi-

plane just to name a few. There is an amazing original unrestored 1914 Caproni Ca.20 that had been stored for 85 years. This museum is incredible and includes Boeings' original barn workshop.

That night, we found ourselves walking the streets of Seattle in the mist looking for dinner. Did I mention that it rains a lot out there? We found a fantastic place called Chinooks (makes sense, right? We had three helicopter pilots after all) that overlooks the harbor filled with fishing boats in the rain and had wonderful local seafood that was second to none. Ole and I sampled the fantastic local beer too. We all toasted each other and the trip and enjoyed the brotherhood.

Heading to Paine Field in Everett, we stopped for breakfast and Ron L sure enjoyed his lingonberries. I guess they grow locally up there. Arriving at the flying Heritage Collection, we were dismayed to find it closed. Apparently, Mondays between Labor Day and Memorial Day are their cleaning days. We almost begged to get in, but the kid wouldn't budge. I don't think he believed we were from Chicago. Dave seemed to be the most disappointed of all of us. Right behind the museum was a back lot full of new 787's without engines. Each pylon had a 17,000 lb weight hanging on the end, plus each nose gear was strapped down. Poking around there somewhat made up for the museum being closed. Sort of, but not really.

Instead, we took the Boeing factory tour. Camera, phones and electrical devices are strictly banned. Taking the bus ride across Paine Field, One realizes that it is just littered with new Boeings. We passed a "paint booth" big enough for new Boeings. Then we were taken into the world's largest building, the Boeing hangar. The hangar had a number of doors along the side, each of which is the size of a football field. We saw the 747, 757 and 787 assembly lines. There isn't an adequate description I can give to relay the enormity of these assembly lines. I can't begin to imagine how to coordinate the work. I suppose a century of building airplanes helps.

Finishing the tour mid afternoon gave us eight hours until the flight home, so we decided to go to the Space Needle in Seattle. In addition to the observation deck, it has a great restaurant that rotates once every 47 minutes and 4 seconds. I know because I timed it. My guess is that they were probably shooting for 45 minutes, so someone needs to turn the governor down a bit. The Needle has a Willy Wonka style glass elevator, but before boarding that, we had to locate Ron W again. He was found talking to the girls in the gift shop. Again. Sheesh, women sure seem to like him. Another great dinner ensued and as I sat and looked out over Puget Sound to see the sun setting through the clouds and then across the table at my new and old friends, I realized that life just doesn't get much better than this.

Thanks to Ole and Dave for arranging the trip. Thanks to Dave for navigating - "you did good!" A BIG thanks to Eva for being at ORD at 04:30 AM waiting for us. She must have gotten up at 03:00. Thanks to all participants - the trip wouldn't have been the same without each of you.

VIDEO OF THE MONTH

You will be able to see the excellent, narrated video of a harrowing B-17 mission in the Pacific Theater, a real tribute to our veterans and the steadfastness of "the bring 'em back home" bomber. Click on: [Old "666"](#)

BOARD MEETING MINUTES

EAA Chapter 790 Board Meeting Minutes November 1, 2011

The EAA 790 Board meeting was held at the home of Elton & Nancy Eisele and began at 7:30 p.m. Attendees were Lon Danek, Elton Eisele, Tom LeGates, Mike Perkins, Jim Pratt, Joe Rossi, Ole Sindberg and Shane Stolarik.

October Meeting: Ole reported that the October meeting went well, with an interesting speaker promoting a good product. Also, Lon began 2012 dues collection at the meeting.

Treasurer's report: Lon reported on the status of our treasury, and membership status.

Ford Tri-Motor: Elton reported that we would not be able to host the Ford at Lake In The Hills as the aircraft's size exceeds the airport capabilities. Later discussions centered on alternative airports where this could take place, and DeKalb was the favorite, with the thought that we could co-host with the chapter there.

Future Meetings: Elton discussed the possibility of Greg Morris as a meeting speaker, and the board felt he would be a good choice for early in 2012. Lon indicated that he can arrange for a Tuskegee Airman to speak at a future meeting as well. He also indicated that he would be attending a session at the Library to explore the audio/video capabilities in the Zimmerman room.

Banquet: Elton indicated he will follow up again with Jeff Skiles for our banquet speaker. Alternatives were discussed, including several local radio and TV personalities who are pilots, or involved with their station's aviation activities. Also, Ole indicated he would check with Clyde Ericson to see if his son Todd could be available to speak.

Meeting Locations: The possibility of having meetings back at Lake In The Hills during the summer was discussed. All agreed that this would be good to do. Our emphasis would need to be on providing a meeting format appropriate to the airport setting, and distinct from the types of meetings we hold at the library. The most likely months for airport meetings would be June and August.

Future Trips: Elton indicated possible dates for a trip to Paris in 2013 would be the 17th thru the 23rd of June, during the Paris air show. He will check with EAA HQ if they have any resources to help with travel planning. There was also additional discussion on ways in which the trip could be funded.

New Director: Ole recommended Joe Rossi as a new director for the chapter, and this was unanimously agreed to. Ole suggested that Joe could focus on event planning for us.

The meeting was adjourned at 9:55 p.m.

Submitted, Tom LeGates, Secretary

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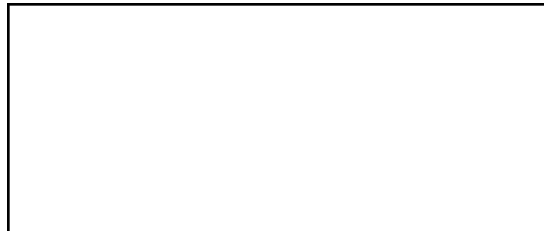
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Pre-meeting Checklist

- ✓ **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.



TO:

