



Chapter 790 Technical Counselors and Flight Advisors

Your resources for construction and questions

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From Ron

After attending the EAA Conventions at Rockford and then Oshkosh since 1964 I decided it was finally my time to begin volunteering my time. I began serving EAA at the 1990 Convention working in different areas that needed help. Then came 1995 when Chapter 790 assembled a large group of its members to form what has become the EAA Ambassadors of which I am a member. We have grown in number each year since then.

Then at AirVenture 2000 the EAA Ambassadors introduced the CARTS program which we all know took off with a huge success. This year at the 2001 Convention I took my turns driving the carts to help out our Convention guests and the rewards were many. I will relate some experiences now.

On Wednesday I chose to drive the 8 passenger Limo-Cart from AeroShell Square to the North 40. I started out at 5:30 pm when a lot of the airshow watchers were starting back to their campsites. By the time I reached the main road near Convention HQ I had a full load of guests and we were heading West. It turned out that all of the riders were in the senior age group and began telling me that in all their years of coming to Oshkosh they had never been offered this sort of assistance before. One married couple told me that this was to be their last year because it was too hard for them to walk to the tram sites and then to their campsites, but seeing now that there was help at hand in the form of the CARTS, they will be back next year. By the time we got to the Warbird area the gals were singing and then the guys joined in as we turned South down the North 40. As we passed by the walkers we could hear applause from them. By the time I dropped the last of them off I was pooped out from my attempts at song and just laughing at the crew in back.

On another day it began raining as the airshow was winding down so I took a 4 seat cart to the main exit for the Blue Lot. Once there it was really easy to find guests who were in real need of help getting to their cars after the long day of walking. I picked up two men and one lady who

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were in their 70's and very tired. Now faced with the rain they were trying to hurry only to realize that their old legs just didn't cut it. I noticed them as they stopped to catch their breaths and even though the cart seats were wet, they jumped on board with renewed vigor. All the way to their car they told the same story that we cart drivers heard over & over: Never before have they been shown the personal attention that they just found with that ride. One of the men said, I quote (almost), "Where the heck have you Ambassadors been for the past 10 years?" Well, they'll be back next year and at the end of the day I know that they will be looking for the red shirt guys & gals on the Ambassador CARTS.... I have made new friends this year and look forward to 2002, so I can add more friends to my list of wonderful EAA folks...

Ron Liebmman

EAA Volunteer

Bill Rose – A Man With A Solution!



Two months ago, the Village of South Barrington delivered the dark news that village needs would preclude our use of the South Barrington Village hall for our regular meetings.

Bill Rose, a 790 member and benefactor, came to the rescue by offering the use of his Party Barn for Chapter meetings until a suitable location could be found. Thanks Bill, what a life saver you have been.

Now, thanks to the efforts of Frank Herdzina and crew, we will meet at Bill Rose's in September then, beginning on the 3rd Thursday of October we will be meeting at the Barrington Tennis Club, just up the street from our old meeting location at the South Barrington Village Hall.

Don't worry, we'll have new instructions in the October newsletter. In the mean time, we plan to see you at Bill Rose's at the regular meeting on Tuesday, September 25.

Ole's Safety Corner

OVER THE COUNTER MEDICATIONS AND FLYING

By: Dean May

A commonly held belief is that medicine cures all that ails. Whether medicine is prescribed by a doctor or is an over-the-counter medication that you have selected, as a pilot you must consider the effect it will have on your performance.

When you are given a prescription, your doctor explains the possible side effects of the medication you are about to take. Your pharmacist also outlines them when filling the prescription.

However, when you treat yourself with a non-prescription medication, you become your own doctor and pharmacist. Therefore, you must inform yourself of the possible adverse reactions that you might encounter

Over-the-counter medications (OTCs) are any legal, non-prescription substance taken for the relief of discomforting symptoms. This may include capsules, tablets, powders, or liquids

When you are not feeling well, your best action is to ground yourself and wait until you have recovered before resuming your pilot duties. There may be times, however, when you feel that you must fly and will be tempted to doctor yourself with OTCs. At these times it is good to remember that the OTC only hide your symptoms for a while. They do not usually "cure" the condition, and you will not be at peak physical performance while you fly.

There are two main areas of concern about unwanted reactions to medications

Possible allergy.

Allergy is a rare and unpredictable reaction to a substance. If you know that you are allergic to something, you should carefully read the list of ingredients of any OTC to assure that none of that substance is included in its formulation.

Possible unexpected side-effects.

These can take many forms, including drowsiness, impairment of judgment, upset stomach or bowels, disturbance of vision, or even

itching. Any of these could cause an impairment that might lead to incapacitation while flying.

Decongestants and caffeine (contained in coffee, tea, cola, chocolate) are both strong stimulants in some individuals. Mixed together, they can make you "hyperactive." Note also that some cough syrups contain a decongestant.

Summary Advice

- READ and follow label directions for use of medication.
- If the label warns of side effects, do not fly until twice the recommended dosing interval has passed. So, if the label says "take every 4-6 hours," then wait at least 12 hours to fly.
- Remember, the condition you are treating may be as disqualifying as the medication.
- When in doubt, ask your physician or Aviation Medical Examiner for advice.
- As a pilot, you are responsible for your own personal "pre-flight." Be wary of any illness that requires medicine to make you feel better.
- If an illness is serious enough to require medication, it is also serious enough to prevent you from flying.
- Do not fly if you have a cold - changes in atmospheric pressures with changes in altitude could cause serious ear and sinus problems.
- Avoid mixing decongestants and caffeine.
- Beware of medications that use alcohol as a base for the ingredients

YOUNG EAGLE RALLY
Saturday, September 29th
Don't Forget that our Young Eagle Rally will be held at Poplar Grove Airport (C77) on Sep. 29th. We need pilots, airplanes, and lots of ground crew. Plan to be there. We all have lots of fun.

The Reason. . . .

that you never see a misspelled word in the "Winds Aloft" newsletter is, of course, the spell checker. We newsletter editors put so much faith and reliance in our spell checkers that one was even inspired to write a poem recognizing this wonderful tool:

Final Word

**I has a spelling checker
It comes with my PC.
It plainly marks for my revue,
Mistakes I cannot sea.
I've ran this poem threw it,
I'm sure your please too no,
It's letter perfect in its weight,
Because my spell checker tolled me
so.**

Arthur Unknown

Borrowed from those SeaRey pilots from around the world who regularly brighten my email box.

Ed

Chrissy Has Done It Again!

By: Jay Friddell



August 20th of this year was another very special day in the life of Chrissy Nabor and the other members of EAA Chapter 790. Mr Horace Sanchez of the EAA Foundation Special Outreach for Aviation Resources made a special trip to meet with the our chapter to award a \$2,500 scholarship to Chrissy.

Chrissy and twin sister Katie Nabor are now in collage at the University of North Dakota. Both have agreed to email us once ina while to keep us abreast of their collage experiences.

IT'S DUES TIME AGAIN!

By: Jan Stadt

Well, it's fall and that means it is time to start thinking about paying your 2002 dues. The dues are staying the same as last year:

\$25.00/year for single or family membership

\$20.00/year for out of state membership

\$10.00/year for students

As in previous years, the first 50 people to pay their \$25.00 for regular membership at the meeting will receive a free 2002 EAA calendar. Sorry, no free calendar for out of state members or students.

I suggest you bring your dues to the September meeting. Or you can mail them either to the PO Box or to me (made out to EAA Chapter 790) at 26562 N. Anderson Rd., Wauconda, IL 60084.

Jan Stadt

AirVenture 2001 Chapter 790 Member Adventures

After the dust settles from our experiences at Oshkosh those of us who were able to spend some time volunteering often have a tale or two to tell. The following stories were submitted by our members:

Airventure 2001

By: Dana Holladay

AirVenture 2001 was my ninth consecutive Oshkosh convention experience and it was by far the best. I remember my first trip in 1993 like it was just yesterday. I had read about it, heard about it, seen video of it, and thought I had a pretty good idea of what to expect. As anyone who has attended can attest, this event defies description. I walked around the grounds that first day with my jaw dragging on the ground! I remember not believing how large it was, how many airplanes were there, and how clean the grounds were. Eight years later this convention still amazes me with its scope, diversity, and organization!

KidVenture was started in 1999 and this was the first year I volunteered at Oshkosh. That year I spent Thursday and Friday herding wayward pedal planes back onto the carrier deck and

survived one of the hottest days on record in Wisconsin. I had so much fun during those two days that I returned last year for more. The KidVenture tent was again bustling with activity and we started to get the feeling that this was something that was going to be really big! Earlier this summer I attended my first EAA 790 Work Weekend at Oshkosh. While I was there, Dan Majka and Judy Rice recruited me as a co-chairman of KidVenture and gave me the task of coordinating the KidVenture volunteer staff. This is literally a small army of approximately 300 people who make KidVenture happen, and I am proud to say that our chapter so far has been the backbone of this effort. Most of you reading this article have been involved in some way or another in the KidVenture metamorphosis. It has grown in just over 36 months from a simple concept of how to bring a unique young person's attraction to AirVenture into one of the most talked-about events at the convention. We have heard many testimonials from both parents and kids who now feel that AirVenture truly is a family event.

The main point of my article is this...I have never had as much fun inside or outside of aviation as I have since I joined chapter 790 at Mike and Sue Smith's invitation. The Oshkosh convention and KidVenture have become an annual ritual and the pinnacle of my year. You people are without a doubt the greatest group with which I have ever worked! I have two passions in life...aviation and kids, and KidVenture obviously combines both! My personal mission is to help every young person I meet realize that money isn't what makes you happy. What makes you happy is doing what you love to do. That might be flying or it might be basket weaving. But whatever it is, my message is this...go after it with all you've got...be the best at it that you possibly can be and success will certainly follow. And if that thing that makes you happy is flying, here's my advice...sit down, strap in, and hang on! It's going to be one heck of a fun ride!

Sincerely, Dana Holladay

A Cart Story

By: Herb Gottelt

An elderly lady with an infant granddaughter and a baby stroller requested a ride (by phone) from the Medical Center to Camp Scholler.
(A Cart Story Continued:)

Another driver and I each left the CART Center in a 2-seat cart (that was all that we had available at the time). When we arrived to pick them up at the Medical Center I found out the stroller was not collapsible. My challenge was to drive with one hand holding the bulky stroller over the right seat (and extending over the rear). I made it though. The other driver had no problem with the grandmother and baby.

Herb Gottelt

Giving Sport Pilot a Push Over Coffee and Donuts

By: Dan Majka

There were many things that happened behind the scenes during AirVenture 2001 that the average airshow visitor never realized took place. One such event was an informal breakfast meeting that I attended with some other EAA Directors, FAA Administrator Jane Garvey and U.S. Secretary of Transportation Norman Mineta. We spent about an hour chatting on the patio of the Guest relations building (Paul's old house) about the new Sport



Pilot Proposal. Over coffee and donuts Mineta and Garvey both pledged their complete support for the Sport Pilot proposal. It was during quiet get togethers like this that we could explain to our Washington guests what is really important to our EAA membership. Without the din of press conferences and the pressure of news coverage real understanding of each side's issues can and does occur at these informal meetings. Secretary Mineta said his door is always open to us and offered his continued help in Washington D.C. with some of EAA's other ideas/programs. All for the price of coffee and donuts.

Dan Majka

Lost & Found

By: Jay Friddell

As stage managers of the Eclipse Stage, Abbie and I are able to offer "Cart Rides" to very few people. We normally do not stop to offer assistance when we have a dignitary on board. You can imagine the chaos of stopping with Chuck Yeager or Bob Hoover on board. This time Dan Carroll and I were returning Col. Charles McGee of the Tuskegee Airmen to his headquarters after his stage presentation. As we drove down Knapp Road toward the AeroShell Ramp, a gentleman flagged us down. He was a bit distraught so we stopped to inquire about his problem. It seems that he was coming from the church-operated hamburger stand just outside the main gate, and he just realized that he had left his wallet containing his money, social security card, medicare card, credit cards and numerous other personal items on the table at the stand. We were at the gravel road behind exhibit buildings "A" and "C". Col. McGee, an extremely fine gentleman, offered to exit the cart and walk the short distance to his organizational tent so that we could expedite the man's return to the hamburger stand.

When we returned to the stand, the man hurried to the table where he had been sitting but his satchel containing his wallet was no longer there. When he asked the lady at the counter about the wallet she produced the satchel from behind the counter explaining that she was preparing to take it to Lost and Found. WOW! Was that one happy and relieved man?

As we climbed into the golf cart he looked at his watch and mentioned that he still had time to walk down to the Eclipse Stage to see Bob Hoover. What a coincidence? That was just where the golf cart was headed. As we drove back to the forums area, I mentioned that the gentleman who bailed out of the cart was the current president of the Tuskegee Airmen, he was once again astonished and disturbed. His words were approximately, "If I had known who was with you, I would never have stopped you." "I flew B-24's out of England during WWII and the Tuskegee Airmen escorted us on several raids." "I owe them so much." Now he felt that he again owed them for one more "save".

Jay Friddell

He Died and Went to Heaven

By: Frank Herdzina

As I was returning to the War Bird area in my C.A.R.T. I noticed an elderly couple having some difficulty walking in the opposite direction near the control tower.

I turned around and asked if I could be of any assistance. The young lady (in her early seventies) replied, "Oh yes, we came to see the War Birds." Then, without saying another word she parked her husband (in his early nineties) on the rear seat and she climbed in next to me. As I turned around and headed to the War-Bird area, she proceeded to tell me that he serviced these planes during the second war and for the last couple of years talked about coming to Oshkosh to look at these planes, if there were any around yet. As I approached the edge of the War-Bird area I was approximately three rows east of the start of the first airplanes I asked if this was a good place for them to exit the cart.

She quickly turned to me and said; "NO". "We come to see all of them, now lets go over there and drive slow so that he can get a good look." As we went up and down the rows of planes he proceeded to tell both of us the details of each plane. What a ride! At this point I am not sure who was enjoying the tour more, me, or the WWII vet. As we rode up and down the rows of planes his wife jabbed me in the ribs to tell me once again that this is all he talked about for the last couple of years. "We finally done it", "He has died and gone to heaven."

Nearing the end of the tour, riding down the runway viewing the newer birds (jets) he quickly turned to me and asked to get back on the grass and to take my time getting back so as "not to jar their tender bones."

As we returned to the main Control Tower Area he commented that he had never seen a newly delivered plane look as good as many of these planes looked. In fact, he had never seen this many War-Birds in one area. What a sight for someone who wished to see this for so long!

There is no doubt in my mind that this couple will remember this C.A.R.T. tour as the highlight of the AirVenture 2001 and who

deserved it more than one of our servicemen from that era.

Frank Herdzina

Ken Kresmery Presents Jasper Sanfallipo the Chapter 790 "Merlin Piston" Award



Ken Kresmery presents Jasper Sanfallipo the Polished "Merlin Piston" in appreciation of Mr. and Mrs. Sanfallipo's hospitality in opening their beautiful home to our EAA Chapter.

Some members may not be aware of our new tradition that was begun this past spring of awarding a beautifully polished and trimmed "Merlin Piston" to our guest speakers and other individuals who honor our chapter in unique ways. Ed

DON'T FORGET TO BRING YOUR CHECKBOOK TO THE SEPTEMBER MEETING. PAY YOUR DUES AND RECEIVE A "FREE" EAA CALENDAR

Very Important Dates

9/23 Schaumburg (06C) Fly-In Open House
9/29 Young Eagles - Poplar Grove (C77)
10/20 Young Eagles - LITH (3CK)

From the Front Lines

Email from Julie Savage

I'm safe – luckily. I ended my four-day trip on Monday afternoon (Sept. 10) and had the following three days off. I just went back to work today (Friday, Sept. 14) and of course, my four-day trip was canceled so I just flew a Cleveland turn and then I was done. When I drove to O'Hare today, it was one of the saddest days of my life. All that I saw were hundreds of airplanes parked on a beautiful sunny VFR day and everything really sunk in. I have been praying for this nation that God will grant us peace and give us the ability to stop this evil from ever happening again. The Red Cross was at O'Hare handing out food and that really touched me because it is so nice to see people at the airport that aren't upset about cancellations and delays. Everyone seems to be supportive of one another and I am super proud to call myself an American. Even the controllers are saying "have a safe flight, contact...(next controller)..." every time they switch us over. And actually, they asked me if I wanted to have 9R or 4R at O'Hare today – I just couldn't believe what I was hearing. They usually switch runways on us twice, not asking us our preference.

Say hi to the 790 group for me – I really miss you guys!

Julie Savage



Tools in the inventory are: 2.25" and 3.144" dia. Hole Cutters, Aircraft Scales, Spark Plug Cleaner/Tester, Electronic Prop Tach, and Camlock Pliers. There are also some Letter Punches available. There is a fee of \$5.00 if you need to borrow any of these tools. **Call Ole Sindberg: (847) 639-5408**

Recent additions to the toolbox are a heavy-duty engine stand on casters suitable for even the largest light aircraft engines, and a wing storage dolly also on casters. Both of these units are available for extended periods and should not be returned to Ole after use, but should be retained until the next member needs them. The usual rental fee of \$5.00 and a deposit check for \$100.00 applies.

Lucky Flight

By: Dan Nickens – SeaRey Group

Dan Nickens and a friend were returning home from the national seaplane splash-in in Maine on the weekend of September 9 and 10. They were returning home in Dan's amphibious Huskey and Tuesday was day 2 of the return trip. Ed

This morning there was one last leg to make on the way home. The weather briefer said, "VFR not recommended due to fog and low visibility." Despite his dire opening, he continued to say, "the coast is clear." There was a chance to sneak down the coast and make it home by early afternoon. That was a chance we wanted to take. There was a short window of opportunity between the fog and afternoon thunderstorms.

The coast was our refuge. Thunder storms lurked off shore. Low clouds, some extending to the ground, cloaked the land. We cruised above the shoreline in peaceful, calm air.

Out of nowhere a weak sounding voice came over the guard frequency. "The National Airspace as been closed. All aircraft are directed to land at the nearest airport."

That was all. It didn't make sense. No one had ever said those words to me or anyone else.

Jon laughed, "Some idiot has got himself a handheld radio." "Yeah," I thought, "that makes sense." I told him; "At 500' we are in uncontrolled airspace. They can't close that any way."

Just in case, though, I tried to call Flight Service. At our altitude we could only hope to get listen over a local VOR with HIWAS. The recorded broadcast was reassuringly normal. It warned of bad weather in some out of the way place. "If there was a problem, they would broadcast it on flight watch," I noted.

We laughed about all the possibilities: "World War III, nuclear weapons, terrorists in airplanes." None of those things could be a reality to us sailing over the calm sea in our little fabric cocoon.

About fifteen minutes later a controller broke onto the guard frequency. He sounded frantic

as he tried to locate a military helicopter. He pleaded with it to contact him immediately on an UHF frequency.

Out of curiosity I flipped the radio to the nearest approach frequency at Savannah. A curt controller was saying, "The answer to your questions are NO! NO! And NO! The airspace is closed."

The surprise was audible in the lady's response. She meekly replied, "Yes, sir."

The exchange was disturbing. I checked in, "Savannah Control, Husky N117AK with a question." "Husky calling Savannah. The National Airspace is closed. You are directed to proceed to the nearest airport. Say your intentions." The voice was disembodied, devoid of emotion, and insistent.

There was no question of intention. The nearest airport was military. We were not going there. "We will proceed direct Savannah."

Turning inland we were head on with the low, broken clouds. The controller's instructions were terse and intense.

My mind was focused on the problem of avoiding towers, navigating to an unexpected destination, and fear of circumstances requiring a landing. At one point the controller directed me to look for airline traffic on approach. His message was garbled. I asked him to repeat his instruction.

The response was completely unexpected. "Pay attention and we'll get you on the ground safely. Then you will understand." I have never heard a controller as intolerant.

It made me mad. The controller had no way to safely get us on the ground. "Traffic not visible due to clouds," I replied just as hotly. The jet was on the ground when I saw it and reported it.

We pulled into the local FBO. A linesman and badge wearing man in a tie met us. As soon as the engine stopped the man wearing a tie in the hot southern sun was at the airplane. The story he told was both a relief and unbelievable. There was no nuclear war. Jets had crashed into the World Trade Center and the Pentagon.

Impossible. Somber faces crowded around the television's pictures proved otherwise. On Sunday afternoon we had cruised down the Hudson with New York City under a splendid late afternoon sun. Its golden glow was particularly reflected off the mirrors of the two colossal Trade Center towers. Jon took about a hundred pictures. We had done the same thing headed north on the Hudson River VFR corridor on Friday. Jon and I had both laughed about how lucky we were to be on the outside looking into their windows. Only now can we truly appreciate how true that was. Tonight we wait on a beach, lucky, sad, and very angry.

Dan Nickens

Note: Dan informed me that this morning Monday, September 17, 2001, his wife is to drive him to Savannah so that he can fly the Husky home – IFR of course. Good Luck Dan. Ed

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 may purchase a business card size ad for \$25 per month. Ads of 3 column inches are \$75 for the first month and \$50 for subsequent months.

For Sale: 1/3 share of 1949 Cessna 170A. Meticulously maintained, outstanding aircraft with excellent partners hangared at Lake In The Hills Airport. 4318 TT, 35 SMOH, Prop reconditioned at overhaul, Fresh annual, Bendix KY96 com, Northstar M-2 Loran. Asking \$13,500. – **Call Dave Morrow – 915-356-8121 or Ed/Jeanne Garman -- 815-459-7902**

For Sale: Drill Press, bench top, ½ " Chuck, 5 speeds, \$45; Band saw, bench top Black & Decker 7 ½ " x 3 ½ " throat clearance for light weight work, \$45; All items well maintained and in very good condition. **Call Mike Perkins. 847-788-1791**

Flight Reviews

BFR Special: Ole Sindberg is offering a Biannual 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.