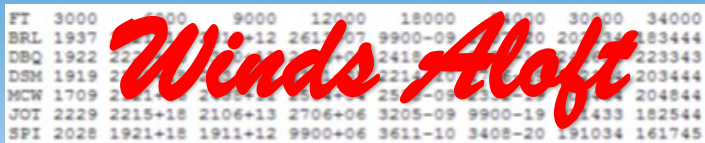


Volume 38

Issue 10

October 2019



EAA Chapter 790

Lake in the Hills, IL

790.eaachapter.org

CHAPTER SCHOLARSHIPS

Once again Chapter 790 will be offering two scholarships this year. These funds are available due to all of your Chapter Volunteer efforts with the Annual Pancake Breakfast.



CHAPTER 790 AVIATION SCHOLARSHIPS

2020 Applicants

Crystal Lake EAA Chapter 790 is offering scholarships for Youth in Aviation. One is a \$1,000 scholarship paid directly to a certified flight training facility, the other is an Aviation Camp in Oshkosh, Wisconsin EAA Air Academy in June or July 2020.

Applicants for the **\$1,000 scholarship** submit a written one page essay on why they are interested in Aviation and their Aviation objectives. You must be 16 to 21 years of age and with the consent of a parent or guardian. It must be typed double spaced using 12-point font. Please have at least 3 paragraphs to your paper; introduction, body and conclusion. Use focus and any relevant evidence to support your ideas. Use conventional standard written English. Ideal candidates should be well rounded, have a high school GPA of at least 2.00 on a 4.0 scale, be involved in school and community activities, as well as having a proven interest in aviation.

Please provide 2 references along with your paper.

Applicants for the **Aviation Camp** ages 12-18, please provide name, address, age, parents or guardians name and phone number, child's interests and the child's reason for wanting to attend the Air Academy. Google "EAA Air Academy" for more information on the EAA Air Academies. A Chapter 790 Scholarship committee will review the essays and inform the lucky winners. The winners will be awarded their scholarships at the Annual Chapter Banquet in February, 2020

Submit your application by November 15th to:

Paul Ranieri-President EAA Chapter 790

P.O. Box 685

Barrington, IL. 60011

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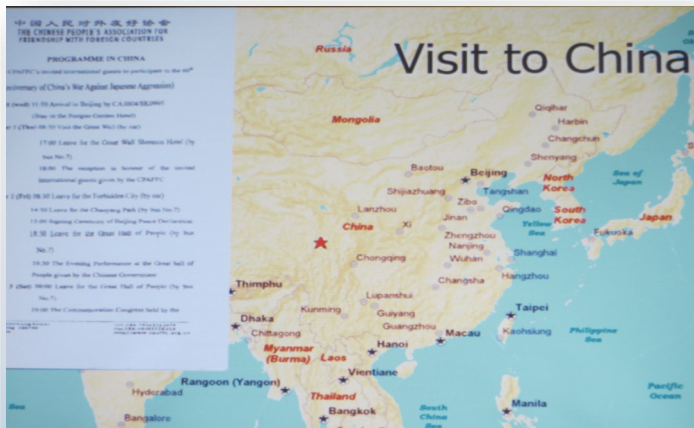
Bernard Sindberg– the Danish Schindler

September Meeting Presentation by Ole Sindberg

Ole gave an outstanding history presentation of his step brother who saved over 10,000 Chinese Nationals from torture and death during the rape of Nanking in World War II. Bernard was placed in charge of the cement factory in Nanking when the expatriates left. He protected those Chinese who requested help within the Factories borders and claimed such as Danish territory.

Bernard was honored this past summer in Denmark with a statue and Museum exhibit.

Quite an interesting man and his adventures, a merchant sailor and member of the French Foreign Legion as well. Several years ago the Chinese government Honored all those who assisted China during their struggles in WWII with an all expense paid trip to the families of the many individuals who helped China during those dark days. See Enclosed trip visit map.



AMERICAN AVIATION HISTORY IN A NUTSHELL

Article provided by Bud Herod

How many of you know that in 1910, mighty Martin Marietta got its start in an abandoned California church? That's where Glenn L. Martin with his amazing mother Minta Martin and their mechanic Roy Beal constructed a fragile biplane that Glenn taught himself to fly.

It has often been told how Douglas Aircraft started operations in 1920 in a barbershop's backroom on L.A.'s Pico Boulevard. Interestingly, the barber-shop is still operating.

The Lockheed Company built the first of their famous Vegas' in 1927 inside a building currently used by Victory Cleaners at 1040 Sycamore in Hollywood.

In 1922, Claude Ryan, a 24 year old military reserve pilot, was getting his hair cut in San Diego, when the barber mentioned that the 'town's aviator' was in jail for smuggling Chinese illegal??s up from Mexico. Claude found out that if he replaced the pilot 'sitting in the pokey,' that he would be able to lease the town's airfield for \$50 a month - BUT he also needed to agree to fly North and East - BUT not South!

Northrop's original location was an obscure So California hotel. It was available because the police had raided the hotel and found that its steady residents were money-minded gals entertaining transitory male hotel guests.

Glenn Martin built his first airplane in a vacant church, before he moved to a vacant apricot cannery in Santa Ana. He was a showman and he traveled the county fair and air meet circuit as an exhibitionist aviator. From his exhibition proceeds, Glenn was able to pay his factory workers and purchase the necessary wood, linen and wire.??

His mother, Minta and two men ran the factory while Glenn risked his neck and gadded about the country. One of his workers was 22-year old Donald Douglas [who WAS the entire engineering department]. A Santa Monica youngster named Larry Bell [later founded Bell Aircraft which today is Bell Helicopter Textron] ran the shop.

Another part of Glenn Martin's business was a flying school with several planes based at Griffith Park, and a seaplane operation on the edge of Watts where his instructors taught a rich young man named Bill Boeing to fly.??

Later, Boeing bought one of Glenn Martin's seaplanes and had it shipped back to his home in Seattle. At this same time, Bill Boeing hired away Glenn's personal mechanic. Later, after Boeing's seaplane crashed in Puget Sound, he placed an order to Martin for replacement parts.

(Continued on next page)

American Aviation History in a Nutshell

(continued from page 3)

Still chafing from having his best mechanic 'swiped,' [a trick he later often used himself] Martin decided to take his sweet time and allowed Bill Boeing to 'stew' for a while. Bill Boeing wasn't known to be a patient man, so he began fabricating his own aircraft parts, an activity that morphed into constructing entire airplanes and eventually the Boeing Company we know today.

A former small shipyard nicknamed 'Red Barn' became Boeing Aircraft's first home. Soon, a couple of airplanes were being built inside, each of them having a remarkable resemblance to Glenn Martin's airplanes .. that, interestingly, had its own remarkable resemblance to Glenn Curtiss' airplanes.

A few years later, when the Great Depression intervened and Boeing couldn't sell enough airplanes to pay his bills, he diversified into custom built speed boats and furniture for his wealthy friends.

After WWI, a bunch of sharpies from Wall Street gained control of the Wright Brothers Co in Dayton and the Martin Company in L.A. and 'stuck them' together as the Wright-Martin Company.

Wright-Martin began building an obsolete biplane design with a foreign Hispano-Suiza engine. Angered because he had been outmaneuvered with a bad idea, Martin walked out .. taking Larry Bell and other key employees with him.

From the deep wallet of a wealthy baseball mogul, Martin was able to establish a new factory. Then his good luck continued, when the future aviation legend Donald Douglas, was persuaded by Glenn to join his team. The Martin MB-1 quickly emerged from the team's efforts and became the Martin Bomber.

Although too late to enter WWI, the Martin Bomber showed its superiority when Billy Mitchell used it to sink several captured German battleships and cruisers to prove it's worth. He was later court martialed for his effort.

In Cleveland, a young fellow called 'Dutch' Kindelberger joined Martin as an engineer. Later, as the leader of North American Aviation, Dutch became justifiably well-known.

Flashing back to 1920, Donald Douglas had saved \$60,000, returned to L.A. and rented a barbershop's rear room and loft space in a carpenter's shop nearby. There he constructed a classic passenger airplane called the Douglas Cloudster.

A couple of years later, Claude Ryan bought the Cloudster and used it to make daily flights between San Diego and Los Angeles. This gave Ryan the distinction of being the first owner/operator of Douglas transports. Claude Ryan later custom built Charles Lindbergh's 'ride' to fame in the flying fuel tank christened: The Spirit of St. Louis.

(Continued on page 8)

Young Eagle free Sporty's Ground School Process and EAA Benefits



I was wondering why parents or kids over the years have not provided feedback on the free on-line Sporty's Ground School Course. While investigating I found the student must first sign up for the free EAA student membership as follows: YoungEagles.org/join. This link information is found on the back of the Young Eagles logbook along with the activation code.

Follow steps 2 and 3 in the boxes provided to sign up as a student EAA member. The access code on the back of the logbook is entered at this time. This information is then sent to Sportys for their default username and password to be set up and created. Sportys will then send an email and a link to the course.

Below are a few of the options and benefits when signing up.

I would like to sign up for Sporty's Learn to Fly Course (free)

As an EAA Student Member, you'll receive free access to Sporty's Learn to Fly Course (\$199.99 value). This interactive online course uses real-world video and incredible 3D animations to help you learn the basics of flight. Plus, EAA will reimburse you when you pass your FAA written exam (\$150 value). Note: You will receive a separate email from Sporty's Pilot shop.

I would like to Sign Up for Academy of Model Aeronautics (AMA) Membership (optional: FREE)

Flying model aircraft is a fun, safe, educational and rewarding activity. By accepting an AMA student membership, I agree to comply with the AMA Safety Code for all applicable flying model aircraft operation. I am aware that model aircraft are sometimes involved in accidents. I exempt, waiver, and relieve the Academy of Model Aeronautics, Incorporated (AMA) from all current or future liability claims caused by negligence.

By checking this box, I affirm that I am either 13 years of age or older or I am the legal guardian completing this form for my dependent who is under 13 years of age.

Now you know the rest of the story!

ADS B Installation Adventure Flight *by Jeff Dingbaum*

It's been a good long while since anyone has written up a trip report so I thought I would chime in. I flew from my home base at Lake in the Hills, IL, a far Northwest suburb of Chicago to Columbus Georgia for the installation of an Appareo Stratus ESGi in my Cherokee. I took off last Saturday the 14th because Sunday morning looked pretty iffy and as a VFR flyer I wanted to make sure that I got there for my Monday morning appointment. It turned out to be a good decision because a Sunday morning departure wouldn't have been possible. My first leg was from 3CK to Warren County for fuel, but it turned out that they were in the middle of reworking their fuel farm and for some reason, the trucks weren't available either. They called me on the radio as I was about to shut down, so I quickly checked my iPad and punched in my backup fuel destination, a short flight South to Winchester, Tennessee. As I accelerated down the runway and about to lift off I was about to abort because it didn't seem as I was making full power, but just about the time I was going to pull back, the plane accelerated and the engine gave its familiar roar as I lifted off. I must not have pulled the mixture back far enough when I was idling and taxiing around and I probably had a fouled plug. This has been a recurring issue for my O-360 if I don't pull the mixture back very aggressively during ground operations.

I continued on to my fuel stop and landed. It was busy with parachute operations that had temporarily moved there for the weekend due to the AOPA Fly-In, just up the road in Tullahoma. A short stop for 100LL for Juliet and a Subway sandwich for me and off we went. The day started as severe clear all the way to Tennessee, but once I got into the hills of Tennessee a cloud layer about 4500 feet appeared, along with some rain cells. I picked up a little rain on my way out of the hills, but visibility was excellent and a slight deviation to the East would take me out of it in a minute or two. I continued on and the rain only lasted for a few minutes and after that the skies cleared completely and stayed that way all the way thru NE Alabama and Western Georgia. I landed at Columbus, taxied to the ramp at **Stark** avionics

and shutdown. That completed my longest day flying in many years. Since the avionics shop was situated on the other side of the field from the FBO, I called the FBO for a lift back so I could pick up my rental car. The lineman arrived on a large airplane tug that was obviously not going to work with my luggage, computer bag, misc. equipment and golf clubs. He came back a short time later with a car and dropped me off at Hertz. Dinner at Outback steakhouse and crash at the hotel.

I had brought my golf clubs along so I could golf either Sunday afternoon or Monday while they were installing the Stratus. In the end I couldn't bring myself to venture out of the air conditioning and into the 98-99 degree heat. Due to the high heat I did wear my dri-fit golf shirts flying on Saturday and then again Tuesday afternoon and it was a wise decision. Sunday was a veg day in the hotel room, watching football. I could follow my favorite teams logging into DIRECTV on my computer and displaying it on the hotel computer using an hdmi cable I brought along.

Stopped at the avionics shop on Monday and got everything squared away. An activity that looked interesting was a museum at Ft Benning, but it was closed on Monday so I went to the Civil War Naval Museum for a few hours.

They weren't quite done Monday at closing time, so it was another night in Columbus, but this was expected. They finished around lunch time on Tuesday and I loaded up, gassed up and departed to the Northeast for Raleigh, NC where I needed to be for work on Wed and Thursday. It took 3 1/2 hours and I was talking to flight following all the way. One of the nice things Columbus ground did was ask if I wanted flight following upon departure. That sounded like a great idea so I accepted and got a squawk code before I took off. My route took me just Southeast of Charlotte airspace and thru a cold MOA, but even so, I opted to hug closer to the Charlotte class B and was relieved to be cleared into the class B if I needed to.

(continued on next page)

ADS B Adventure Flight (continued)

It was a little bumpy, but uneventful until just past Charlotte. An overcast developed and I descended from my cruising altitude to 3500' and a short time later my low vacuum light came on. Although I was an hour or so out from my destination north of Raleigh Durham, I continued on as visibility was excellent and the overcast was not descending. A short time later my AI rolled over as was expected. The loss of the DG was probably more of an inconvenience as I used that more than my GPS because I could keep my eyes up easier. Landed at North Triangle Executive and drove to my Aunt and Uncle's in Wake Forest for a short visit.

Business Wed and Thurs completed, I departed Friday morning for home. Watching the weather and checking the TAFs wasn't leaving me with a great feeling that I would make it all

the way home, but my best bet seemed to be going Northwest until I hit weather, diverting to the North and then continuing West, hopefully into Western Indiana and with luck, home. Clear skies at liftoff lasted until Blacksburg, VA, home of Virginia Tech. An overcast developed further to the west along my route of flight and it looked like a black cell with rain would make an early turn to the North a good option. Twenty minutes or so and I was able to turn back on course. I eventually landed at Wabash, Indiana, Southwest of Fort Wayne for a short turn for fuel. Ceilings and visibility continued to be excellent, so I continued on and landed at Lake in the Hills.

In the end I got to do a lot of flying, got my ADS-B installed and was able to save \$1300 even with the expense of hotel, rental car, etc.

Jeff Dingbaum

Calendar of Events

- Oct 12th Fly out to Chuck Binzels Airport, 11:00 AM pending runway turf conditions, alternate if turf is too soft-Clow Airport, meet at 9:00 AM
- Oct 19th, Sat. Shop visit for Jeff Dingbaum RV aircraft, 9:00 AM, 320 Winslow Way, Lake in the Hills, IL. 60156
- Oct 22nd, Chapter Meeting 6:30 LITH Airport, IMC Presentation Ole/Matt
- Nov 23rd, Chapter Volunteers Appreciation Dinner, Moretti's Ristorante and Pizzeria, 220 Randal Rd., Lake in the Hills Sat. 7:00 PM, please RSVP
- Nov.26th, Chapter Meeting .AOPA Editor Presentation
- Dec.3rd Chapter Board Meeting
- Dec 17th Chapter Christmas Social at Paul Ranieri's home, 1052 W. Wood St., Palatine, IL 6:30 PM
- Check the Chapter Website "<http://www.790.eaachapter.org/>"

American Aviation History in a Nutshell

(continued from page 4)

In 1922, Donald Douglas won a contract from the Navy to build several torpedo carrying aircraft. While driving through Santa Monica's wilderness, Douglas noticed an abandoned, barn-like movie studio. He stopped his roadster and prowled around. That abandoned studio became Douglas Aircraft's first real factory.

With the \$120,000 contract in his hand, Donald Douglas could afford to hire one or two more engineers. My brother, Gordon Scott, had been schooled in the little known science of aviation at England's Fairey Aviation, so he hired Gordon.

My first association with the early aviation pioneers occurred when I paid my brother a visit at his new work place. Gordon was outside on a ladder washing windows. He was the youngest engineer. Windows were dirty. And Douglas Aircraft Company had no money to pay janitors.

Gordon introduced me to a towhead guy called Jack Northrop, and another chap named Jerry Vultee. Jack Northrop had moved over from Lockheed Aircraft. And all of them worked together on the Douglas Aircraft's world cruiser designs.??

While working in his home after work and on weekends, Jack designed a wonderfully advanced streamlined airplane. When Allan Loughead [Lockheed] found a wealthy investor willing to finance Northrop's new airplane, he linked up with Allan and together, they leased a Hollywood workshop where they constructed the Lockheed Vega. It turned out

to be sensational with its clean lines and high performance. Soon Amelia Earhart and others flew the Vega and broke many of aviation's world records.

I had the distinct pleasure of spending time with Ed Heinemann who later designed the AD, A3D and A4D. He told me how my Dad would fly out to Palmdale with an experimental aircraft they were both working on. They would take it for a few hops and come up with some fixes. After having airframe changes fabricated in a nearby machine shop, they would hop it again to see if they had gotten the desired results. If it worked out, Mr. Heinemann would incorporate the changes on the aircraft's assembly line. No money swapped hands!

In May 1927, Lindbergh flew to Paris and triggered a bedlam where everyone was trying to fly everywhere. Before the first Lockheed Vega was built, William Randolph Hearst had already paid for it and had it entered in an air race from the California Coast to Honolulu.??

In June 1927, my brother, Gordon, left Douglas Aircraft to become Jack Northrop's assistant at Lockheed. While there, he managed to get himself hired as the navigator on Hearst's Vega.

The race was a disaster and ten lives were lost. The Vega and my brother vanished. A black cloud hung heavily over the little shop. However, Hubert Wilkins, later to become Sir Hubert Wilkins, took Vega #2 and made a successful polar flight from Alaska to Norway. A string of successful flights after that placed Lockheed in aviation's forefront.

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American Aviation History in a Nutshell

(continued from page 8)

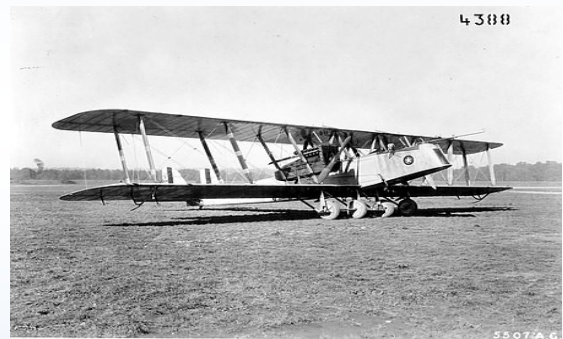
I went to work for Lockheed as its 26th employee, shortly after the disaster, and I worked on the Vega. It was made almost entirely of wood and I quickly became a half-assed carpenter.

At this time, General Motors had acquired North American consisting of Fokker Aircraft, Pitcairn Aviation [later Eastern Airlines] and Sperry Gyroscope and hired Dutch Kindelberger away from Douglas to run it. Dutch moved the entire operation to L.A. where Dutch and his engineers came up with the P-51 Mustang.

Interestingly, just a handful of young men played roles affecting the lives of all Americans as it initiated the So California metamorphosis, from a semi-desert with orange groves and celluloid, into a dynamic complex, supporting millions.

Although this technological explosion had startling humble beginnings, taking root as acorns in - a barber shop's back room - a vacant church—and an abandoned cannery - but came to fruit on as mighty oaks.

Editors note: The author is not listed but appears to be Gordon Scott's brother.



Yes its Dues renewal Time.

Dues can be paid on line. Check our Website 790.eaachapter.org

First Name: _____

Last Name: _____

Spouse: _____

EAA Membership Number: _____ (Must be an EAA member)

Street Address: _____

City: _____ State: _____ Zip: _____

Home Phone: ____ / ____ - ____ Cell Phone: ____ / ____ - ____

Email Address: _____

Own Aircraft: yes or no

Model or Type: _____

Aircraft Project: yes or no

Model or Type: _____

For Young Eagles

If you have completed Youth Protection training, what was the date _____

If you have completed the background check, what was the date _____

Dues

\$25.00 Family/Individual Renewing Membership _____ \$10.00 Family/Individual First-Time Membership _____

\$10.00 Out of State Membership _____ \$10.00 Student Membership _____

Please make checks payable to "EAA Chapter 790" Bring this form and payment to a members meeting, or mail to:

(NEW PO BOX) EAA Chapter 790, PO Box 685, Crystal Lake, IL 60039

October, 2019



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