



FT	3000	9000	12000	18000	30000	34000
BRL	1937	12	261	07	9900-09	20
DBQ	1922	22	2418	09	2223343	
DSM	1919	2	2211	07	203444	
MCW	1709	2	25	09	204844	
JOT	2229	2215+18	2106+13	2706+06	3205-09	9900-19
SPI	2028	1921+18	1911+12	9900+06	3611-10	3405-20
						191034 161745

Winds Aloft



EAA Chapter 790

Lake in the Hills, IL

790.eaachapter.org

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Pete Lind gave an outstanding presentation on the Osprey GP-4 Aircraft. Pete is a master wood crafter and anyone interested in pursuing this plane project, Pete's dream plane, contact Pete at 847/404-0458. This is an advanced aircraft and Pete has done considerable investigation on its construction.

Berlin airlift 1948-1949



The Douglas DC3 was military converted to the C47. It was the first commercial plane to use flaps, had a swept wing for better CG and introduced the fillet between the wing root and fuselage for smoother airflow over the wing and less turbulence. *(cont. page 2)*



A Memory in Time

The Berlin Airlift

The crisis started on June 24, 1948, when Soviet forces blockaded rail, road, and water access to Allied-controlled areas of Berlin. The United States and United Kingdom responded by airlifting food and fuel to Berlin from Allied airbases in western Germany. The crisis ended on May 12, 1949, when Soviet forces lifted the blockade on land access to western Berlin.

The United States and United Kingdom had few immediate options if hostilities broke out. Because of the draw down in U.S. and British combat forces since the end of the Second World War, the Red Army stationed in and around Berlin dwarfed the Western Allied military presence. On June 13, 1948, the administrator of U.S.-occupied Germany General Lucius Clay reported to Washington that "There is no practicability in maintaining our position in Berlin and it must not be evaluated on that basis.... We are convinced that our remaining in Berlin is essential to our prestige in Germany and in Europe. Whether for good or bad, it has become a symbol of the American intent." The Truman administration agreed. Based upon written agreements with the Soviet Union in 1945, the only connections to Berlin left to the Western Allies were air corridors from West Germany used to supply Berlin by air. The administration calculated that if the Soviets opposed the airlift with force, it would be an act of aggression against an unarmed humanitarian mission and the violation of an explicit agreement. Thus, the onus of igniting a conflict between the former allies would be on the aggressor.

In September 1948, the Socialist Unity Party of Germany (SED), the German Communist Party of the Soviet zone of occupation, marched on the Berlin City Council and forced it to adjourn. Fearing that the Western Allies might halt the airlift and cede West Berlin to the Soviets, 300,000 West Berliners gathered at the Reichstag to show their opposition to Soviet domination. The turnout convinced the West to keep the airlift and the Deutschmark.

In time, the airlift became ever more efficient and the number of aircraft increased. At the height of the campaign, one plane landed every 45 seconds at Tempelhof Airport. By spring 1949, the Berlin Airlift proved successful. The Western Allies showed that they could sustain the operation indefinitely. At the same time, the Allied counter-blockade on eastern Germany was causing severe shortages, which, Moscow feared, might lead to political upheaval.

On May 11, 1949, Moscow lifted the blockade of West Berlin. The Berlin Crisis of 1948–1949 solidified the division of Europe. Shortly before the end of the blockade, the Western Allies created the North Atlantic Treaty Organization (NATO). Two weeks after the end of the blockade, the state of West Germany was established, soon followed by the creation of East Germany. The incident solidified the demarcation between East and West in Europe; it was one of the few places on earth that U.S. and Soviet armed forces stood face-to-face. It also transformed Berlin, once equated with Prussian militarism and Nazism, into a symbol of democracy and freedom in the fight against Communism.

Source from Dept of State Office of the Historian

Footnote: The DC3 and DC4, were military production of the C47 and C54. Mike Petrie, former 790 member, was the Weather and strip flight plan officer at Tempelhof Airport in Berlin at the time. Mike stated this was the most memorable experience he ever had. Mike was also a P47 fighter pilot in the European Theatre of WWII.

Write up by Tom Solar

Monthly Fly out, May 19 2018

by: Rich Oleszczuk

Our Chapter 790 fly out, scheduled for the third Saturday of each month, was destined for Piccadilly Lilly Airport Diner at Lone Rock Airport in Spring Green, Wisconsin. However, the weather did not cooperate. So, plan B kicked in, a 9:30am breakfast at the Colonial Cafe in Crystal Lake. There were nine who had originally signed up plus three "maybes". We ended up with eight at the Colonial, including:

- Dave Boone
- Tom Solar
- Rich Oleszczuk
- Lon Danek
- George Roby
- Rick McAdams (George's brother-in-law from Alabama)
- Ole Sindberg
- Paul Ranieri

Ole noted that DUAT's is no longer available for online weather. As alternates, he suggested two websites: <https://www.aviationweather.gov/adds> and <https://1800wxbrief.com/Website>. He was nice enough to distribute these links as handouts to us all. Thanks Ole.

After ordering our meals, the conversation quickly divided geographically into two groups. Dave, Tom, George and Rick seemed to be discussing all things Navy (and Marines); at least that's what I overheard. The other group consisted of Lon, Ole, Paul and me. We focused on how best to create a tunnel through a 6' long fuel cell in Paul's new airplane, a jet-powered Prescott Pusher. Paul had brought along a section of square tubing that he had machined earlier that morning, thinning out the wall thickness to reduce the weight. We discussed options for probably an hour, reaching no conclusions. Surely, the people within earshot thought we were the most interesting people or the most boring.

Bellies full, we disbanded around 11am after another fun breakfast.

Learn to Fly Young Eagles/EAA ,Sportys' and You



All the years I have been flying Young Eagles, I was not up to date on ALL of the assistance, financial and otherwise provided by EAA and Sporty's. I have been handing out the Sporty's Young Eagles Logbook and informing the YE how he/she can access Free Ground School, \$199 value, for years. I was not fully aware, however, that upon completing this computerized ground school;

- A) a Free Flight lesson voucher up to \$130 is presented to the YE.
- B) B) The FAA examination fee is reimbursed by EAA \$165.
- C) C) a free student membership to EAA

So I Googled the YE link "EAA.org/flightplan" and Wala it all became clear (just flew out of

IMC). It shows the steps required, pretty simple and basic; tabs for the various YE flight steps; a video on the ground school training course (don't need the Sporty's log book Passcode to view); and optional training program selections i.e. Private pilot, Recreational or Sport, which are clearly explained in the tab.

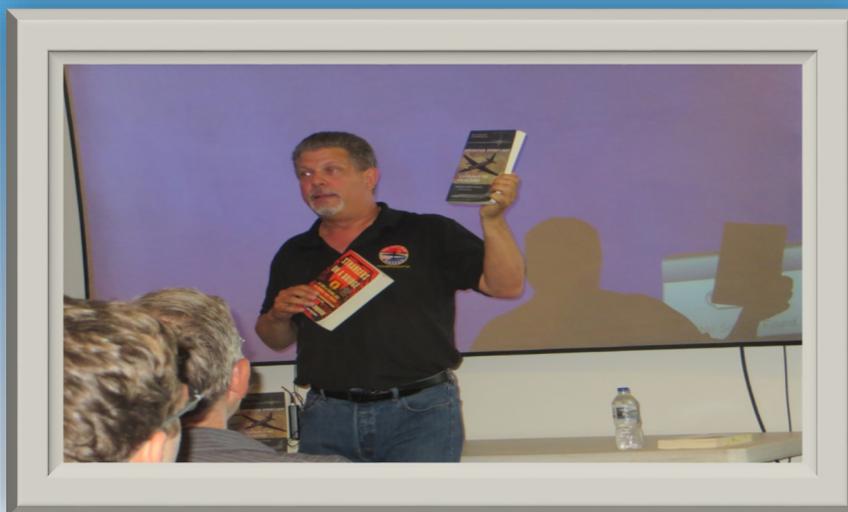
The sporty training video was impressive. I expected a simpler format, but the depth and clarity of moving from one section to another was quickly described, inclusive of the Q&A's, practice tests and scoring. Going back to learn the missing questions was easy and the answers were saved.

For those who Fly Young Eagles, assist in the Young Eagles Program and are asked questions by the parent of an interested Young Eagle, this is a great link to preview.

Yes EAA and Sporty's are reaching out to make entry into flying easier and cheaper. The first step for the interested person is the ground breaker, taking the next steps become easier and fun.

Look for the parent and child who have interest, initiative and who is a self-starter. EAA, Sporty's and YOU are the curtain on the stage for those who have a passion for flight.

Tom Solar

GARY POWERS JR.

For those who remember the shooting down of a U2 over Russia in 1960. Gary Powers Jr. Gave a remarkable presentation at Chapter 1414 on his fathers legacy. Gary Jr. was born after the return of his father to the US. So the work swapping a Russian Spy for his dad was paramount to Gary Jr's presentation. He knew very little of his fathers exploits. The mania at the time portrayed Gary Powers poorly so he set out to research and clarify many of the misconceptions written about his father. He researched his fathers history and wrote two books to clear his dads name. He was later hired as the technical advisor for the movie "Bridge of Spies" starring Tom Hanks, released in 2015. A great movie if you haven't seen it.

His father was blackballed upon his release, from the CIA and the Air Force due to the bad press of the time. However, he was used as an instructor on how to handle Russian interrogation by providing incorrect and believable information to the Soviets on the U2 aircraft. Upon writing a book about his captivity, Lockheed Martin was pressured by the Government to fire him as a test pilot, (it portrayed a couple of government agencies with egg on their faces). He later went on to work as a Helicopter Pilot in LA for news and weather and later perished in a Helicopter accident.

Write up by Tom Solar

Current Pictures of the Curtis Jenny Build at 1414 A legacy for Frank Herdzina

Chapter Calendar

- ◆ June 2, Young Eagles LITH 8:30-Noon
- ◆ June 5, Board Meeting at Nicks Pizza 5:00 PM (an earlier start, please note)
- ◆ June 16 Fly Out, Lone Rock, KLNR
- ◆ June 24th, Annual Chapter Pancake Breakfast
- ◆ June 26 Chapter Meeting at LITH Airport 6:30 PM
- ◆ August 11th, Blue Skies Picnic

Check for additional information on our Chapter's Website
"790.eaachapter.org"

Members News

Casandra Peterson has completed her portion of Airframe certification and is working on the Power plant section of her A&P. Keep up the great work Casandra!

Brad Delisle participated in the Memorial Day Lake Barrington Shores Celebration with his trumpet. Thanks Brad for remembering those who served.

Ole Sindberg has a bore scope which he kindly will loan to a chapter member who needs to bore scope his engine.

June FLY OUT *(sponsored by Ole Sindberg)*

For the June fly-out Saturday June 16th we plan to fly to Tri County Regional airport at Lone Rock WI. The identifier is KLNR, it has a runway 9/27 with 5000' of good asphalt, and for you STOL guys it has a much shorter crosswind runway – 18/36 with 1850' available. Distance from Lake in the Hills is 103 NM on a 313 track.

This airport is in a nice valley with the Wisconsin River on the South, a range of hills on the North and the home of Frank Lloyd Wright to the East.

The attraction there is Piccadilly Lillies Restaurant on the airport at the NW end ramp, so let us plan to arrive at KLNR at about 9:30 AM that should give us enough time to get the airplanes squared away and walk to the place.

The FBO is Tri-County Airport; 100LL price is presently \$ 4.38 – do plan to buy some fuel there. Please call or email if you are planning to come, or need a ride, or have extra seats. This is of some importance if we want to sit together. My contact # is 847 639-5408 or cell 847 826-1935 or oleeva@sbcglobal.net.

If weather is a problem, we will meet at the Colonial Restaurant in Crystal Lake at 9:00 AM; if you have indicated that you are coming, I will call you in event of cancellation. (Or if in doubt you can call my cell)

Keep the blue side up

Ole

Plans for this aircraft were passed on to me. If anyone is interested contact
"tomsolar@sbcglobal.net" NC



Pazmany PL4A Aircraft

Plan and equipment information through Aircraft Spruce

- Kit Price w/o Engine: N/A
- Plans Price: ~\$375
- Number of Seats: 1
- Building Materials: M
- Building Time: ~2000 HRS
- Standard Engine: VW 1600/60 HP
- Horsepower: 60-90
- Wing Span: 26.7 Ft.
- Wing Area: 89 Sq. Ft.
- Empty Weight: 578 Lbs.
- Gross Weight: 850 Lbs.
- Takeoff Distance: 560 Ft.
- Landing Distance: 440 Ft.
- Cruise Speed: 97 MPH
- Top Speed: 120 MPH
- Fuel Capacity: 12 Gal.
Range: 280 Miles



2018 Young Eagles

Contact your Young Eagles Chairman:

Matt Van Bergen

At 847/561-0520 or

“mvanbergen@gmail.com”

for pilot, marshaling or front desk volunteering

The First Saturday of the month beginning:

May 5th, 8:30-12 noon

June 2nd, 8:30-12 noon

July 7th, 8:30-12 noon

August 4th, 8:30-12 noon

Sept. 1, 8:30-12 noon

Oct. 6, 8:30-12 noon

Send any of your aviation adventures, pictures, articles or humor you would like to appear in the Newsletter to:

“tomsolar@sbcglobal.net”

2018 Calendar

EAA Chapter Events in the Chicago Area

April

- 14 - Chapter 461 Young Eagles Rally, 9am to Noon at Bolingbrook/Clow (1C5)
- 14 - Chapter 838 Young Eagles/Pancake Breakfast at Racine Airport (KRAC)
- 15 - Chapter 838 Pancake Breakfast at Racine Airport (KRAC)
- 21 - IAC Chapter 1 Safety Seminar at Hinckley Airport (0C2)
- 21 - Warbird Squadron 4 B17 Restoration Project, 9am - 4pm in Marengo

May

- 5 - Chapter 414 Young Eagles Rally at Waukegan Airport (KUGN)
- 5 - Chapter 101 Young Eagles Rally at Schaumburg Airport (06C)
- 5 - Chapter 790 Young Eagles Rally, 8:30am to Noon at Lake in the Hills (3CK)
- 6 - Chapter 22 Fly-in/Drive-in Pancake Breakfast, 7 - 11am at Cottonwood (1C8)
- 12 - Chapter 461 Young Eagles Rally, 9am to Noon at Bolingbrook/Clow (1C5)
- 12 - Chapter 838 Young Eagles Rally at Racine Airport (KRAC)
- 13 - Chapter 1414 Pancake Breakfast/Young Eagles Rally at Poplar Grove (C77)
- 19 - Chapter 95 Young Eagles, 8am - Noon at Greater Kankakee Airport (KIKK)
- 19 - TBM Reunion/Salute to Veterans Air Show, 9 - 4 at Peru (KVYS)
- 20 - Chapter 579 Young Eagles Rally, 9am - 2pm at Aurora Airport (KARR)

June

- 2 & 3 - Cavalcade of Planes/Ford Trimotor Rides at Bolingbrook/Clow (1C5)
- 2 - Chapter 414 Young Eagles Rally at Kenosha Airport (KENW)
- 2 - Chapter 241 Young Eagles Rally, 9 - 11am at DeKalb Airport (KDKB)
- 2 - Chapter 101 Young Eagles Rally at Schaumburg Airport (06C)
- 2 - Chapter 790 Young Eagles Rally, 8:30am to Noon at Lake in the Hills (3CK)
- 3 - Chapter 241 Pancake Breakfast, 8 - 11:30am at DeKalb Airport (KDKB)
- 9 - Chapter 838 Young Eagles Rally at Racine Airport (KRAC)
- 9 - Chapter 95 Young Eagles Rally, 9am - 2pm at Morris Airport (C09)
- 9 - Chapter 461 Young Eagles Rally, 9am to Noon at Bolingbrook/Clow (1C5)
- 10 - Chapter 15 Pancake Breakfast, 8am - 3pm at Lewis/Romeoville (KLOT)
- 10 - Chapter 1414 Pancake Breakfast/Young Eagles Rally at Poplar Grove (C77)
- 16 - Chapter 932 Barnstormer Days Fly-in/Drive-in at Galt Airport (10C)
- 17 - Chapter 153 Father's Day Pancake Breakfast, 8 - 12 at Schaumburg (06C)
- 21-24 - Chapter 22 Ford Trimotor Rides at Chicago Rockford Airport (KRFD)
- 24 - Chapter 579 Young Eagles Rally, 9am - 2pm at Aurora Airport (KARR)
- 24 - Chapter 790 Pancake Breakfast at Lake in the Hills Airport (3CK)

July

- 4 - Chapter 682 Grass Roots Fly-in Breakfast, 7 - 11am at Mount Morris (C55)
- 6, 7 & 8 - EAA's B17 Aluminum Overcast, 10am-4pm at Lewis/Romeoville (KLOT)
- 7 - Chapter 101 Young Eagles Rally at Schaumburg Airport (06C)
- 7 - Chapter 790 Young Eagles Rally, 8:30am to Noon at Lake in the Hills (3CK)
- 8 - Chapter 1414 Pancake Breakfast/Young Eagles Rally at Poplar Grove (C77)
- 13 - Chapter 95 Ice Cream Social at Morris Airport (C09)
- 14 - Chapter 414 Young Eagles Rally at Waukegan Airport (KUGN)
- 14 - Chapter 579 Young Eagles Rally, 9am - 2pm at Aurora Airport (KARR)
- 14 - Chapter 838 Young Eagles Rally at Racine Airport (KRAC)
- 14 - Chapter 932 Young Eagles Rally at Galt Airport (10C)
- 14 - Chapter 461 Young Eagles Rally, 9am to Noon at Bolingbrook/Clow (1C5)
- 21 - Chapter 414 Young Eagles Rally at Waukegan Airport (KUGN)

Visit the chapter websites for more information about each event.



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