

# Winds Aloft



P.O. Box 1206 Barrington, IL 60010  
August 2002





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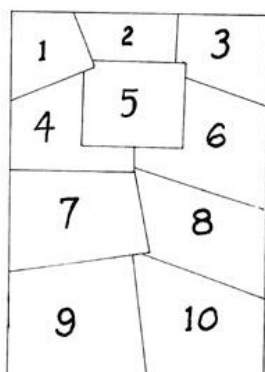
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## Key to Cover Photos



1. Jay and Abbie Friddell receive the 5<sup>th</sup> place newsletter award out of 1039 entries.
2. EAA Ambassador C.A.R.T.S. program drivers lined up for “Chicks Flight” arrival
3. Happy youngster enjoying the Chapter 790 jet simulator at KidVenture.
4. Laura Lorance relaxing in the campground after a busy day.
5. Prez, Ron Liebmann and Herb Gottelt assembling a bench for the Membership Services tent.
6. Chapter 790 support for newsletter award winners.
7. Mike Titre, Dan Majka, and Air Force Academy graduate, 2<sup>nd</sup> Lieutenant, Chuck Cubic outside of KidVenture Tent
8. KidVenture Activities
9. Dinner Time in the Chapter 790 campground. This daily activity was championed by Tom Solar and Ken Kresmery – Who could want more?
10. Abbie Friddell with Women With Wings, “Chicks Flight”. *Pictured with EAA President, Tom Poperezny.* Other Chapter 790 participants were Joy Fredrick, Chrissy and Katie Nabor, Judy Rice, and, invited guest, Rich Oleszczuk.

## From Ron.....



*This month Ron is on vacation and unable to supply his regular article. The following article was written by your newsletter staff. We are all looking forward to Ron's return for his comments next month.*

### **AirVenture 2002 is Now Behind Us.**

What a great AirVenture for us this year. Our only negative comment is that it seemed to go by all too quickly this year. I think that may be because everything ran very smoothly, AND, that is because of the willingness and skill that was demonstrated by all members of the Ambassadors and KidVenture volunteers. Overall, every chapter member who attended must have given 110% to make this another successful year.

Although Abbie and I were very much tied to the Eclipse Stage, we know that the C.A.R.T.S. program was a great success this year. Since we had a radio, we overheard lots of traffic calling for pick-ups, and the responses from cart drivers. Also, back home, the chapter PO Box received numerous response cards expressing appreciation. Our many calls for assistance from the Eclipse Stage were acknowledged immediately and response was the best.

Once again, we were never able to get up to KidVenture to witness the activities, but rave comments by others confirmed that the efforts of our Chapter 790 members were major contributors to that success.

Back at the Chapter 790 campsite, Tom Solar and Ken Kresmery earned the gratitude of us all. Tom and Ken (with an occasional volunteer or two) provided excellent meals and the “Stalag 790” restaurant/barracks tent. This new addition to the 790 campsite was a true “God-send” to the weary workers.. No one left the table without a smile on their face. And Ken even hinted that there might be a dollar or two left over for the chapter. Thanks guys!

**Continued on page 4**

**From Ron: (Continued from Page 3)**

Three big activities are coming up in the near future. First is Ken and Polly's "Day at the Hangar" on Sunday, August 25<sup>th</sup>. Second is the Chapter 790 picnic at Bill Rose's home, And third is our Young Eagle Rally on Saturday, September 14<sup>th</sup>. Detailed announcements are included later in the newsletter. Jay and Abbie

**Calendar of Events for 2002**

Aug 25 ... Ken and Polly's Day at the Hangar  
 Sep 7 .....Bill Rose's - Chapter Picnic  
 Sep 14..... Young Eagle Rally – LITH  
 Sep 24..... Chapter 790 Meeting & Auction  
 Oct 5 ..... Young Eagle Rally – LITH

Contact John Vlasic for changes, details, or questions – Home Phone 847-524-1857  
 Email – jvlasic@lunt.com

## Young Eagles Report

**By Ron Palascak**

A very special "Thank You" to all the volunteers who came out to Poplar Grove Airport on Saturday August 10th. We enjoyed another successful Young Eagles Rally. Perhaps a little too successful, we had to turn some prospective Young Eagles away because of time constraints and fatigue. I'm sure they weren't happy about that, but we had established that flying would end at 1:00 pm, and by then the pilots were exhausted. I think we could have stayed till 3:00 PM and kept busy all the time. The steady flow of kids kept our crew very busy all through the day. The official total was 98 Young Eagles flown. Quite an accomplishment with two 172's, two Kitfoxes, a Luscombe, a Katana, and Cessna 120. Thanks for the great job

Of course everyone was looking forward to the picnic at Tom Anderson's hangar after the flying was through. We had a chance to sit back and enjoy a cold drink, lunch and some hangar flying. It was a great day.

**Don't Forget**, the next Young Eagle Rally is at the Lake In The Hills Airport (3CK) on Saturday,

September 14<sup>th</sup>. Again, we need volunteers to help set up at 8:00 AM. We need airplanes and pilots, ground crews and administrators to help parents with applications. If you have not been to one of our Young Eagle Rallies, come on out and enjoy the fun!

Thanks again to everyone.  
Your Young Eagle coordinators,  
Dana Holliday and Ron Palascak

## At the Auction 790 Style Tuesday, September 24<sup>th</sup> – Chapter 790 meeting/Auction

By: Dwight Zeller

**Occasionally asked questions :**

The following came up in general conversation, and I thought I'd take a moment and share it with you:

**Q - What condition is the condition of my stuff, or stuff that I might bid on at the auction?**

**A -** *The condition of merchandise at an auction is generally based on the following scale going from best to worst.*

**Like New** – Just what it says, this item includes all accessories, documentation and packing , if placed side by side with a new item, you'd ask which is which.

**Excellent** – An item with all accessories and documentation that is fully functional with only very minor cosmetic flaws .

**Good** - An item that is fully functional with normal wear and tear, may or may not have all accessories and documentation

**Fair** – An item that is functional , worn more than normal, probably does not have accessories or documentation.

**Condition Unknown or As Is** - sometimes referred to as unvalued. In other words buyer be wary

(Continued on Page 5)

(Auction Continued)

**Q - What's a floor?**

**A -** *The dollar amount at which the bidding starts.*

**Q - What is the difference between an unreserved and reserved auction?**

**A -** *Reserve is the minimum value that the seller will accept for an item. If not met, the item is withdrawn from auction. At the Auction – 790 Style is unreserved unless specifically stated before bidding on an item starts.*

**Q - How do I know when the bidding on an item is over?**

**A -** *When the bidding seems to have stopped, the auctioneer will give you two chances to continue bidding on an item . First call, or going once, followed by Fair warning or going twice. After fair warning comes Sold.*

**Q -I brought an item for the auction , but changed my mind, does it still get auctioned?**

**A -** *An item may be removed from auction by the owner anytime before the bidding starts. After bidding begins it is suggested that the owner offer to buy back the item at a price of their own choosing since the proceeds are a chapter fund raiser.*

I hope this helps. See you at the auction September 24<sup>th</sup>.

D wight

**Come On Out! Rain or Shine!**

## **Ken and Polly's Day at the Hangar! (Sun. Aug 25<sup>th</sup>)**

- **Great fun for all!**
- **Bar Opens at High Noon!**
- **Lunch at 2:00 – Italian Sausage and Sweet corn (You bring a dish to pass)**
- **Bring the whole family (Kids Too!)**
- **Bring chairs or blankets for the grass**
- **Airplane Rides!**

(See map on page 10)

## Sentimental Journey



**By: Barbara Rapchak**

Every June, flocks of vintage aircraft descend from summer skies to land on the grass at the William T. Piper Memorial Airport (LHV) in Lockhaven, PA. I was lucky enough to be among them this year, flying with a friend in his 1944 Staggerwing to the "Sentimental Journey" fly-in.

### ***N27E, 1944 Beech Staggerwing D17S***

N27E was originally meant to be a warbird, and was sent to Britain but never saw made it out of its shipping crate. After the war ended, the crate was shipped to Canada, and eventually was sent back to the states where it was sold for \$2351 surplus in or around 1947.

The plane had homes in California and Pennsylvania, though it rarely flew and had only 800 hours total flying time when purchased. Inside, it's like a plush sedan with a bench seat that's more like an old sofa, wood and leather side panels, and roll-down windows. Outside, it has a 9 cylinder, 450 HP Pratt and Whitney R985 with a supercharger. It weighs about 3,500 pounds, and has five fuel tanks with a total capacity of 125 gallons. It's not exactly an economy ride; burning 21 gallons an hour at cruise (200 mph). Climb out is around 1,500 FPM. The gear, including the tail wheel, is retractable, and the landing gear has big springs so landing is easier than you might think. (Continued on page 6)

## **Want to Receive your Newsletter by Email?**

Send your email address to:  
[pjfriddell@cs.com](mailto:pjfriddell@cs.com) or [abbiennair@cs.com](mailto:abbiennair@cs.com)

(Sentimental Journey Continued)



Cockpit and Control Yoke for N27E

The t-bar yoke was peculiar to military models of the airplane.

As for the fly-in, it's a kind of mecca for vintage aviation enthusiasts. You're likely to see the full family of Pipers--J-2 Cubs, J-3 Cubs, Super Cubs, Pacers, TriPacers--as well as Aeroncas, Taylorcrafts, Swifts, and Stearmans. People fly all day long for the sheer joy of it. We abandoned the Staggerwing for a J-3 Cub and flew along the Susquehanna River, skimming the surface with the wind whipping through the open door. The views are beautiful, pastoral even, but be aware of power lines. It's best to keep some altitude.

The old Piper Aircraft manufacturing plant still stands on the field, and the Piper Aviation Museum is housed in one of the buildings, hosted by little blue-haired ladies and friendly cats. It's a grass roots kind of "museum"; nothing high-tech or interactive beyond handwriting on some of the photos identifying individuals. The volunteers are friendly, the air is fresh, and the little stone bar just off the field is cool and dark and serves up some wonderful oysters.

Next year's fly-in is June 18-21, 2003. Go if you get the chance.

Barbara Rapchak

**Has Your Address or Email Changed???**

Mail or email your changes to Dave and Jan Stadt – email: [dhstadt@ameritech.net](mailto:dhstadt@ameritech.net) or mail to Chapter 790 post office box [1206, Barrington, IL 60010](#).

## Young Eagles Rally

**Our Next Young Eagle Rally is scheduled for Saturday, September 14th, at the Lake In The Hills Airport (3CK). Our first flight launch will occur at 9:00 AM so try to be there by 8:00 AM to help set up. We need lots of help that day. We need: 1) airplanes with pilots; 2) Ground Handlers; 3) Plane Captains, and; 4) Administrative (help parents fill out applications).**

**This will be an important one. Kids and parents are home from vacations and looking for something fun!**

## Know Your Fellow Members .. Bud Herod

*Last month, Student Pilot, Bud Herod, experienced a near miss on landing but survived his first solo...Ed*

### Begin Part II

The winter of 1965 had me getting close to my private pilot's license..

I had made a verbal and a written request to my reserve units' Captain and to Naval BUPERS to get assigned to a flattop and got no reply. I then found out that because I requested assignment through BUPERS (Bureau of Personnel), my C.O. was consulted and he called me in and applauded my efforts, but said my butt was his, and since he was a blackshoe, hell would have to freeze over before he would grant me an airdale billet. February 1966 brought a letter of glad tidings from the Department of Defense, U.S.Navy. I had been assigned to an ammunition ship off of San Francisco due to set sail for Vietnam by the end of March. This wasn't at all what I had envisioned. I was upset to say the least and went over to the Glenview Naval Air Station the next day on lunch break just to see what could be done. I just happened to run into some friendly recruiters and by March 6, 1966, the ammo ship was scuttled, my jacket was pulled, and I was "reassigned" to the Naval Air Station at Los Alamitos, California; not as a seaman (Blackshoe), but as an airman (Airdale). I held a billet of Basic Electronics Instructor assigned to ANTI-

## SUBMARINE WARFARE TECHNICAL SCHOOL WEST COAST.

I didn't even know what a resistor, capacitor, or coil were, but I knew what airplanes were and boy did we have them! SP2V-5Es, S2Ds, T33s, T34s, A4s, F4s, C45s, C47s, C118s, Cessna 337, etc. Being the new kid on board and not having a clue about what I was supposed to do, or how to do it, I put all my personal needs and desires on hold, including flying lessons. Instead I buried my nose deep in reams of schematics, basic electronic textbooks, lesson plans and such. I also got my hands dirty working on various weapons systems simulators from a complete P2V cockpit down to a homemade radio lab and of course repairing and subsequently retesting the schools radio station. From our station (CONWAY QUIRK) we could transmit all the electronic data needed for the weapons systems on actual P2V training flights to make them think they were tracking friendly or enemy submarines up and down the Santa Catalina Channel. This worked well if the radios worked well. Since I wanted them to work more well; instead of calling Ground or the Tower or LAX Approach to test radios once a week, I would call Hickam Field, Hawaii for weather/surf reports or San Juan, Puerto Rico for weather and sea conditions. I never could reach the Kremlin.

After about eight months of intense training to be a classroom electronics instructor and I discovered that I had stage fright so bad, in a formal structured setting, that I froze. My C.O. put me into Simulator Maintenance full time and told me to get lost and try to unwind. Naturally I wanted to obey every command so I had a friend drive me down to a small airfield a few miles from Los Alamitos. There, I became reacquainted with my personal love; breathing burned avgas, getting blown all over the ramp by propwash, smelling freshly smoked tires, getting nasty spots of oil on my clothes and then trying to clean them up with 80/87 or 100 or the best; 115 octane avgas, leaded of course. But the best of all was that I started flying again.

After a refresher course to bring me up to speed again, I flew up to Long Beach; took my flight check; got signed off as a Private Pilot on August 12, 1967. It was THEN that my legs turned to rubber walking back to my plane. Between then and the end of my active duty tour in 1969 I logged time in Cessna

150/152s, 172s, and 182s. I also have a little undocumented time in the left seat in Piper Apaches, Cessna\_310s, and a Waco "for maintenance reasons". But here I was, a licensed pilot.

During this same period (1967-1969) one of the guys at a local FBO told me about a half-restored 1941 Taylorcraft for sale. I went to look at it and I was hooked. A call home to Mom to close out my savings account, a couple of signatures and I was now an extremely proud aircraft owner. It took a good 6-7 months to finish the wings, landing gear, new doors, rigging, tail feathers, and paint. Then it was time to start it, do a little tweaking, and go fly. HA! The previous owner said he had gone through the engine and brought it back up to specs. But it took over a week to get it started the first time. After that I put about 15 hours on it doing flight tests and tweaking the tail, rigging, controls, etc. until I was more or less satisfied.. Buzz, the IA, went over my little bird with an extra fine-tooth comb and couldn't find one thing he disagreed with so he signed it off. Dad wanted to come out and fly back home with me since he had been a salesman for Taylorcraft right after WWII. He came out and we made several flights. He seemed concerned about something with the bird and finally told me the plane seemed tired when he flew it, but, I climbed in the left seat and away we went. All was OK on the first "Touch and Go", all seemed OK on the second "Touch and Go", and then, downwind on the third, the oil temperature swung smoothly up into the red arc. I cut power in the pattern and did a side-slip to emergency 3-point landing right in front of our ramp with maybe a ten-foot rollout. That was one strong little bird to take that beating. There was no apparent reason for the high oil temp and I had plenty of oil on the stick, so we started looking at the engine baffling. Even after making new engine cooling baffling, we got the temp out of the red and half way back down the yellow arc, but only with me in the plane. As soon as we added Dad it was a no-go again, so Dad went back to Chicago to wait and see if I was going to leave LA, and if I did, was I going to make it to Chicago?. After saying many, many good-byes I launched for what should have been a 4-5 day trip down around the southern end of the Rockies, across Arizona and New Mexico, up through Texas, Oklahoma, into Missouri and Illinois and then to Chicago.....

*Don't miss the September edition when we find out about the flight to Chicago.....ed*

## The 790 Tool Box

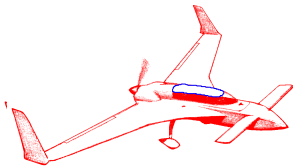


**Tools in the inventory are: 2.25" and 3.144" dia. Hole Cutters, Aircraft Scales, Spark Plug Cleaner/Tester, Electronic Prop Tach, and Camlock Pliers. There are also some**

**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.***

## MY VELOCITY.....



**By: Dean May**

It all started with Burt Rutan's VARIEZE composite canard design aircraft. Then people said "Wouldn't it be nice to be able to carry a passenger?" and that design was then stretched to accommodate two people. It wasn't long before people started asking for a four place aircraft and the Velocity was born.

The first Velocity flew in 1985 and was a fixed gear version with a "clamshell" type entry door with a center stick for flight control. Several kits were sold when one of the first builders, who subsequently purchased the company from the original designer, decided to create a retractable gear version. This was then added as an option to the standard Velocity. In the 1990's, many new modifications of the basic Velocity design were introduced, including the Gull wing doors, a "long wing", and the XL, or Extra Large". The most recent addition the Velocity stable is the SUV, or "Sport Utility Velocity, which is an

entry level kit with fixed gear and standard yoke flight controls.

The Standard Velocity, which is the kit I purchased, has a gross weight of 2250lbs and a useful load of almost 1000 pounds. With the recommended 200hp engine, it can cruise at 185kts at an altitude of over 10,000 feet. With the fuel capacity of 60 gallons, the aircraft has a range of 1000 nm with FAA fuel reserve. Because the Velocity was designed without flaps, the runway requirements are greater than other types of aircraft with a take-off distance of about 1600-ft. But once you get it into the air, it really likes to fly. The rate of climb at sea level is about 1200 fpm. The design load factor of an impressive +12G and -9G, not that I would ever want to test it to that level.

The XL Velocity is designed for an engine in the 240 to 260hp range. This results in an aircraft that weighs more, has a larger useful payload, and flies faster. The fuselage is almost six inches wider than the standard Velocity, so it allows more elbowroom for those long cross-countries.

At the other end of the scale is the SUV, which is designed around a 160hp engine. One would think with the smaller engine, the SUV would have a smaller useful load, but because there were many weight saving features incorporated into the model, the useful load is over 1000 pounds. The SUV is offered only in the fixed gear version, and has only one entry door, verse the two entry doors on all other Velocities. However, the SUV's cruise speed is slower at about 160kts.

Flying the Velocity is a dream. Before I laid any money down, I took a test flight at the company's California facility and had a blast. The aircraft was very responsive and light on the controls. A stall in a canard aircraft is very different that conventional aircraft. Because the canard stalls before the main wing, the aircraft never completely stalls. With full up elevator, the nose slowly oscillates from about five degrees nose up to nose level, and will continue forever. With the power about 2000rpm, we didn't loose any altitude, even with the stick full aft.

My hope is that I will have my aircraft flying sometime next summer or fall. I have been working on it, off and on, for four years now. Because of the cold temperatures, I don't do much work on it during  
**(Continued on Page 9)**



**(Velocity: Continued)**

the winter months, because fiberglass just doesn't work well below about 40 degrees. Besides, after about 5 months of work on the aircraft I feel a break helps me maintain the quality of workmanship I desire. Come spring, I am always anxious again to start spreading fiberglass. I must be getting close to completion, because now when neighbors or strangers see my project, they know it's an aircraft. You wouldn't believe the first two years how many people asked me if I was building a boat.

Dean

**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:** Two dial-indicating mechanical fuel gauges, lever-action, used but in excellent condition, varnished cork floats, list \$44 each, \$25 for both. Contact: **Mike Perkins, 847-788-1791.**

**Looking for partners:** in the ownership of an Air & Space 18A certified gyroplane (auto gyro).. This is an opportunity to be involved with a very unique and fun aircraft. Contact: **Ken Kresmery, 847-742-0000** or **John Vlasic, 847-524-1857.**

**For Sale: Emerald Project** - During my recent vacation to Chautauqua, N.Y., I came across a partially completed Emerald. This is a plans built French design from the 70's. In evidence are a completed fuselage, a wing spar, wing ribs, rudder and at least some, if not all, control surfaces. Also present is a windshield and a partially completed gas-tank as well as a large roll of plans and a stack of logs and other papers. No engine or landing gear are in evidence. The Emerald is a good-looking 2 place, low wing, fixed gear, wood construction airplane. The workmanship, particularly the fuselage, is next to perfect. This particular version is for a relatively small engine, likely in the 90 HP class with cruise speeds in the 116 to 124 MPH area.

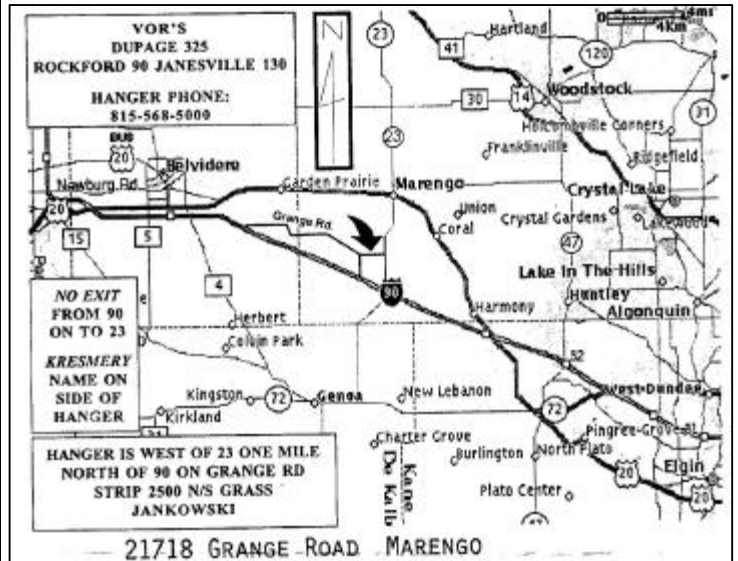
The airplane is located at a small airport by Mayville, NY. that is about 500 miles from Chicago. Price is

negotiable; my guess is that \$ 1500 would be a good starting point. Call me is this sounds interesting.  
**Call: Ole Sindberg (847) 639-5408**

**The Annual Bill Rose / Chapter Picnic**

- Fly-In / Drive-In
- Saturday, September 7<sup>th</sup>
- 11:00 AM until approximately 2:00 PM
- Bill and Mert Rose's Hangar and Runway
- Bring Something for the Grill and a Dish to Pass
- Bring folding chairs or something to sit on.
- Drinks and condiments provided by EAA Chapter 790

**Map to Kresmery Hangar**



**The Chapter 790 August meeting is scheduled for Tuesday, Aug 27th at the Knights of Columbus, "Barrington Banquets" on Kelsey Road just north of Northwest Highway (Hwy. 14) Doors open at 7:00 PM for pre-meeting social conversation. Meeting begins at 7:30 PM.**