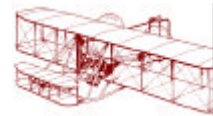


Winds Aloft



P.O. Box 1206 Barrington, IL 60011
December 2002

Happy Holidays



MAY YOUR HOLIDAYS BE ALL WARM AND FUZZY

WELCOME ABOARD TO OUR NEW CHAPTER OFFICERS FOR 2003 AND 2004, AND A VERY SPECIAL "THANK-YOU" TO OUR OUTGOING OFFICERS FOR THE OUTSTANDING JOB THEY HAVE DONE.

OUR NEW OFFICERS ARE:

President	Dana Holladay
Vice-President.....	Tom Solar
Secretary	Nancy Blazyk
Treasurer	Terri Fischer



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From Ron.....



I'll start my final President's Column by saying that I look forward to the rest I'll be taking now. But why am I tired after only four years of leading 790 since you guys and gals did most of the work for me. I'll chalk it up to "senior" age.

I joined EAA in 1964 or more correctly, I was

joined to EAA by my Uncle Ed as a surprise gift. That's thirty-eight years ago; oh my how time flies. Chapter 89 was my first chapter, meeting at Chicago land Airport. From there I went to Chapter 153, which was meeting at John Monnet's house in Elgin. Next came Chapter 101, meeting in Addison and finally I found Chapter 790, my final EAA home in 1989.

At my first meeting at the Barrington Bank I saw a group of people that shined above all. I remember Lon Danek coming up to me and welcoming me, as did Ron Romer. Before I left to go home I met everyone there. I drove home feeling special that night. After a few more meetings of coming away with that same feeling I knew that I was home within 790.

As your President I attempted to guide 790 in a way that would give all members a feeling of being appreciated. I asked for guidance for myself from Lon and Jay Friddell and Ole Sindberg. I had to be calmed down and set straight a couple of times and I welcomed the direction from my peers. I could not have lasted four years without everyone's help.

I'm sitting here thinking of those very special people that helped me the most, but that turns out to be

everyone in 790. Your many phone calls and e-mails to me supporting my efforts as 790's leader meant so much to me. I will never forget them and I thank you for your great support. To all those who worked so very hard at our Young Eagle events, I must say that I appreciate you all so very much. Your dedication was outstanding. You are the heart of EAA.

I really enjoyed being your President. I hope it showed. When I stood up in front of you all at the meetings, I felt so proud to be there. Now, I will be sitting somewhere in the audience just trying to behave myself but I will still be feeling that pride.

I know that Dana Holladay, Tom Solar, Nancy Blazyk, and Terri Fischer, will do a fine job for 790 adding their own special talents that can only enhance our family.

Thank you 790, you truly are my EAA family.

Ron

The Cover Photo:

Which of us, at some time or another, has not wished for a cuddly puppy or kitten from Santa? Ron Liebmann's new puppy, "Bailey," seemed to be the fulfillment of all those holiday dreams. Thanks Ron, for supplying the perfect photo for our cover.

Calendar of Events

Dec 17...Chapter 790 Christmas Meeting.

Special Note, for this month only, the meeting is on the **THIRD Tuesday....7:00PM**

Jan 18 & 19....SportAir Workshops in Oshkosh at EAA Headquarters.

Jan 25...EAA Chapter Leadership Workshop, Clow Airport, 9:00 AM – 4:00 PM. (*Open to all members.*)

Mar. 15.. Chapter 790 Annual Banquet. Emmett's Restaurant in West Dundee.

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

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Letter From Judy Rice: *Grumman 6300L Base Leg...*



Quietly swaying in the late night, humid July breeze are bundles of gaily-colored Vision of Eagle banquet balloons. Tables bare with the faint ghost-whispers of days long past. Scattered confetti lay used and abused on the tarmac mixed with smatterings of leftover crumbs. A handful of volunteers stand staring in the 'Big-A' tent wondering if the following day, day 2 of AirVenture '99 will be a big party of no-shows. Passing, momentary thought followed by a flurry of activity long into the night.

Tent flaps thrown back and the first day, first-ever, KidVenture '99 begins! Each year more and more young awaiting smiles are followed by the crinkling eyes of mom, dad, or perhaps a grandpa or grandma.

Blistered fence-post hands, Dan Majka remains smiling from the sunrise to sunset, beginning to end. Bob Kupon quick wit and humor enlightening young and old through sweltering 90-degrees. "Yah know Judy, we might need more sandwiches tomorrow...." Mike Titre says with a nod and a skip. And youthful Dana Holladay, pencil in mouth, organized with clipboard dotting the i's and crossing the t's for the growing force of 300+ volunteers.

Red shirts and caps from north, south, east, and west of the Eagle Hangar; the non-stop buzz of the control-lines and the breath-taking beauty of hot-air balloons. A celebration indeed! Build and they shall come. At the heart and soul of KidVenture is Chapter 790. KidVenture, a celebration of aviation, of youth, learning, doing and family values.

EAA is a family with strong bonds and values. We all share the love of living. The love of freedom flying is our way.

One never says 'Good-bye' to one's family. Only, "see you soon." Memories and thoughts carry through. Celebrations, love, bonds, and values

continue. To my EAA Family, Chapter 790 – as I move through celebrating and spreading our special love of living and flying; love of learning, I shall carry each and every one of you with me. And, "See you soon."

Grumman 6300L, Cleared for the Option... Judy

Judith A Rice, Executive Director of Youth Education and Women in Aviation Coordinator, has accepted a position with the Civil Air Patrol and will be leaving EAA sometime after the first of the year. Judy will hold the title of Chief, Aerospace Education for the Civil Air Patrol. And will be relocating to Maxwell Air Force Base in Alabama.

HAVE YOU PAID YOU DUES?

Well, it's fall and that means it is time to pay your 2003 dues. The dues are staying the same as last year.

\$25.00/year for regular member
\$20.00/year for out of state member
\$10.00/year for students

You may bring your dues to the meeting. Or you can mail them either to the PO Box 1206.

Glacier Girl Flies!!!!



*An excerpt from an email to Ron Liebmann..."We went down to Kentucky at the end of October to see the first flight of **Glacier Girl** (The P38 that they got out of the Greenland Ice Cap). It was a very miserable day. We got there at 7:00 AM and the flight was not until 3:30 PM. It was raining with low clouds and some fog. By the time of the flight, we did see some sun off and on. I have a picture or two, but with the overcast sky they are dark. I'll send a few of the good ones with this email."*

MILITARY MEMOIRS: C-119

By: Hal Richter

During this holiday season let us remember, and never forget, our friends and family that have served our country, or are serving now. Here is a story that will take you back some 50 years!ed

In October of 1950 we were in the process of taking our airplanes overseas for the Korean War. We were an Air Force Reserve outfit equipped with C-46 aircraft, and had been called to active duty. Our last stop before crossing the Pacific was McClellan Field, California, where we noticed an unusual sight in the flight line. A C-54 had flown some distance over the Pacific, and landed with one of the inboard engines missing! There was just a bare firewall and some twisted metal where the engine had been. I was surprised that the airplane could fly continuously in that condition. I never thought then, that this might be a foreboding of something in the future.

Six months later, some of us were assigned to the regular Air Force 314th Group at Ashiya, Japan, for cross training in their new C-119 aircraft. This plane was new to the Air Force. It was one of the first aircraft designed specifically for airdropping paratroopers and heavy equipment. It could drop, in one pass, its entire load of equipment, whereas our C-46 might need four or five passes over the drop zone to get the cargo out. This makes a considerable difference when dropping in severe conditions.

There is an old saying that, if an airplane looks right, it will fly right! The C-119 didn't look right! To me the fin and rudder area looked small, but I assumed the Fairchild engineers knew what they were doing when they designed the thing.



On my third mission with the 314th (I was a Flight Engineer) we were flying west over the Sea of Japan, going back to Ashiya with an empty airplane. Sitting in the engineer's seat, I felt a slight deceleration for just a second. No one else seemed to notice. The engines sounded fine, and the torque meters hadn't moved, so I thought it was part of the usual vibration.



About a minute later there were two loud bangs from the right side, followed by a severe shaking of the airframe. I thought at first that we had had a mid-air collision with another airplane. I jumped down to the cargo floor and looked out the right window. The right engine was not there! All I could see was some twisted engine mounts and jagged sheet metal. The relative wind hitting the bare firewall caused the vibration. We turned north to get over land, and approached the western tip of Honshu. There was an old abandoned Japanese airstrip there, near the town of Bofu. We lined up on the strip and tried to extend the landing gear. We had green lights on the left main and nose gears, but the right main gear would not extend beyond the nacelle doors. We were in no position to go around, so we went in on the nose and left wheels, and held the right wing up as long as possible. We slid down the runway and came to a stop on the right edge of the concrete. The aircraft did not burn, but the damage to the belly and engine nacelle made the result un-fixable.

After taking some pictures of the airplane, I walked back down the runway and picked up some of the hundreds of small pieces of structure that had been ground off the underside, to keep as souvenirs.

The brass from Ashiya flew in to Bofu to inspect the wreck and take us back. They told us the same thing had happened over Korea that morning! A TWX
(Continued on Page 6)

(C-119 Continued)

went out grounding the C-119's pending inspection and modification, and we reservists went back to our C-46 units to temporarily take their place in the airdrop missions.

One of the modifications made to the C-119 was to add a long dorsal fin on top of the twin tails, and still another fin below the tails.

The original craft were poor at low airspeeds on one engine, and below a certain point would be uncontrollable. An Aeronautical Engineer would say the center of lateral area was too far forward. In plain English they didn't have enough vertical fin and rudder.

In our fractured condition, back on that fateful day, we were helped by the unloading of 6,000 pounds (engine and prop) from the right side of that airplane.

In the late 1950's the C-119's were introduced into the Air Force Reserve units. They were quite different from the Korean War versions: different engines, different propellers, many of the electric actuators were now hydraulic, and the cockpit had a bailout chute installed for faster egress. In short, this was a milder, more efficient, user-friendly airplane! We had them until 1970, when the C-130's came in. I was sorry to see the old C-119's go.

Hal Richter

Distant Members.....

Email Letter from Donna Blanchard

I've been living here in Pittstown, NJ for almost two years now. Colin and I had absolutely no idea how beautiful this "Garden State" really was until we came to settle here and buy a home. We love living here, our home airport is only three blocks away (N85 - Alexandria Field) and we are just five minutes driving time to Pennsylvania and the Delaware River.

We have two partners in a Cherokee 140, and the flying in this area is wonderful - shorts trips to the Atlantic City boardwalk or to the Pocono Mountains, or longer trips to Long Island, make this a really fun spot to live and fly!

I'm also really happy with my latest position at British Airways - Station Manager at Newark Airport. The events of September 11, 2001 happened just shortly after I began to work there, and of course these events affected my work life and my private life big time. But although the airline industry will never be the same again, we are breaking new ground in achieving safe air travel and I believe our recovery is not too far away.

As for news about our flagship Concorde, she continues to fly only one daily trip between New York and London since coming back into service after the tragedy in Paris in the summer of 2000. I don't foresee charter trips to Oshkosh in the near future, but if we can do it again, EAA Chapter 790 members will be the first ones to find out after I do!

I'm now a member of the North Jersey 99s, and I'm hoping to liaise with Abbie Friddell on some projects like the "girls' caravan" to Oshkosh. In the meantime, remember to visit us at N85 if you plan to fly east, and please call me with any ideas about liaising with my new flying friends here in New Jersey.

I miss you all - I would be lucky to find another club like EAA 790!

Love,

Donna Blanchard

Special Meeting Notices

- ❑ **The December, Christmas, Meeting is on the Third Tuesday, Dec. 17. Last meeting at the Knights of Columbus, Barrington Banquets location.** Bring your favorite dish/snack.
- ❑ **January 28, NEW MEETING** **LOCATION is the Barrington Library.** Location is on Northwest Highway (Highway 14) between Main Street and Hough Street (Highway 59) in Barrington.
- ❑ **Three meetings in 2003 will Not be on the 4th Tuesday.**
 - February 27th - 4th **Thursday**
 - March 27th - 4th **Thursday**
 - July 15th - **3rd Tuesday**

IMPORTANT!!

Even though you are a member of EAA Chapter 790, have you taken the time to join EAA, the national organization?

EAA has requested the local chapters to canvas their members to verify that all local chapter members belong to EAA in Oskosh. The national EAA membership is important to Chapter 790 particularly because the liability insurance provided to our chapter by EAA is dependent on all our members belonging to both organizations.

EAA membership is also important to you, the individual, because you automatically receive a subscription to the Sport Aviation magazine, you have access to information from EAA's Aviation Library, you have access to join the various sub-organizations of EAA such as: Vintage; Warbirds; or IAC (aerobatics). If you are building a kit airplane or restoring an airplane, you have access to the Tech Councilor and Flight Advisor programs.

Annual membership dues for EAA are \$40 per year for an individual membership, or \$50 per year for a family membership. The family membership includes the member, the member's spouse, and all children 18 years or younger.

ALL members of Chapter 790 must mail in your: 1) Name; 2) Member Number, and 3) Expiration Date..

. Mail the form to:

Dana Holladay
3424 Briarhill Dr
Island Lake IL 60042-9733

Or Email: DANA@af.tv

MAIL YOURS TODAY!

Chapter Leadership Workshops

Chicago Area - Clow Airport – Sat. January 25th

Packer Engineering Hangar

Mason Michigan – Sat. February 15th

9:00 AM ~ 4:00 PM

Tuition \$25 For more information Contact: EAA Chapters Office 1-888-322-4636 Ext. 6847

Safety Corner.....

OVERDUE PILOT



By: Abbie J. Friddell

When the phone rings around 9:30 at night does your heart skip a beat, too? Because Jay and I are involved with Civil Air Patrol (CAP), our thoughts go to ELT/lost aircraft even before we pick up the phone.

Most of the search missions that we've done started with a 10PM to 2AM phone call! This time the call wasn't from the USAF/CAP, but from a very worried friend.

This friend's son had left the day before on a long cross-country flight, transporting a Cessna 170 from Lake in the Hills Airport (3CK) to Amarillo, TX for the night. Today's journey was from Amarillo to Tucson, AZ (TUC). Dad wasn't sure about: Type of aircraft (A/C), color of A/C, "N" number, departure time today, VFR/IFR flight plan, or contact phone number in TUC. The son was now about five or six hours overdue and his wife in Florida hadn't heard from him, so she called dad. Dad was sure that the son had filed a flight plan yesterday, and they wanted to know if he closed his flight plan and if he was safe and sound. A tall order with little information! You could hear the distress in the dad's voice, so I offered to call Flight Service (FSS) at 1-800-WX BRIEF to start the search.

Kankakee flight Service (IKK/FSS) was very helpful and concerned. She gave me the toll-free number for Amarillo and Phoenix FSS, and cautioned me that they would probably have to search the data files for the whole day due to the lack of info. You could hear the sadness in her voice and at this point my "take charge/ business" voice was starting to falter. I had met the son some time ago, and he was just like the dad...a prince! So, with unbelievable thoughts of dread, I thanked her and hung up.

I no sooner hung up, than the phone rang again! It was dad saying that the son had called, and he was safe and sound. This whole event happened over a period of 15 minutes - it felt like an hour!

(Continued on Page 8)

(Safety Corner Continued)

RESOLUTIONS:

1) File a FSS flight plan for all long cross-country flights with FSS (1-800-WX BRIEF), or online with DUAT.

2) File a **personal** flight plan with family/ friends for **ALL FLIGHTS!** (\$100 hamburger, short hop to the practice area, etc...**LET SOMEONE KNOW**)

3) If you **change your plan** in the air, then let FSS know on the frequency listed on the chart, or on **122.2** (which is normally available at all FSSs). On the ground call **1-800-WX BRIEF** anywhere in the USA.

A VFR flight plan is pretty self-explanatory, but one area that is causing problems is **number 17** on the standard FSS form – “**Destination Contact/ Telephone**”. Even though this is optional, a lot of critical time can be saved if you put something there. Just remember that not all cell phones work in all areas of our state, much less in the country. If you know the FBO that you will be using, the phone number should be listed in the AOPA directory that comes out once a year. When I’m unfamiliar with the FBO, or haven’t been there in a while, I like calling beforehand to see if anything has changed: fuel tanks under construction, discontinued phone number, no lunch! If you’re using a friends contact number, try to leave a normal landline phone number.

An IFR flight plan usually takes care of itself, but a few years ago on a very cold, rainy night, an aircraft inbound to a local private field was going to cancel their IFR flight plan on the ground after landing, and ATC should have inquired if no closing call came after 30 minutes or an hour had passed. This didn’t happen! The plane crashed a few miles short of the runway and some of the survivors apparently died of hypothermia.

NO ONE WAS WAITING FOR THEM!

NEED TO KNOW (for family/ friends)

- **A/C type** – Cessna 152/ 172, Piper Pacer/Warrior, etc. (PA28 may not mean anything to the non-pilot)
- **A/C “N” number** – “N1234J”
- **Route** – A to B (lunch/ overnight), B to C (fuel/etc.)

- **Arrival times** – leaving “A” and arriving at “B” or “C”
- **Contact phone** – destinations FBO, friend, cell phone number
- **Color of A/C** – **white stripes on green, etc.**
- **Filed flight plan** – **VFR or IFR?**

Do you have an A/C for a family pet? Why not leave some of this info (**A/C type and “N” number**) by the home phone, next to the other emergency numbers? If you have an overdue A/C, your significant other’s memory may go right out the window, and precious time might be lost.

OVERDUE A/C – WHERE TO START:

- 1) Call the contact number – do you know the A/C type and “N” number?
- 2) Non-pilots may want to call a pilot friend and let them handle the sometimes-confusing jargon.
- 3) Anyone can call FSS (1-800-WX BRIEF). This will get you the closest area Briefer/Specialist, and they will help find the appropriate phone numbers or requested information.

Another recommendation to all pilot groups is to put in their directories the members A/C type and “N” number, along with the normal information. This would be a handy reference if that dreaded phone call ever happens to you.

Safe Flying,

Abbie

Has Your Address or Email Changed???

Mail or email your changes to **Teri Fischer** – Chapter 790 post office box **1206, Barrington, IL 60011**.

Also, If you receive your newsletter by email, be sure to notify Jay or Abbie at: pjfriddell@cs.com or abbiennair@cs.com.

The Winds Aloft Newsletter also appears in full color on the Chapter 790 web site:

<http://www.eaa790.org>

Check us out in the “Members Only” section.

User Name: **member790** Password: **ileaa790**

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

Additional items in 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.

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

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.

IMAGINE IMPROVEMENTS

Remodeling – Handyman
Custom Decks – Basements Finished

David Luett – Molly Friddell Luett



Call for Estimate
Bus: (847) 477-4336
Cell: (847) 477-1244

December Meeting

Tuesday, December 17th

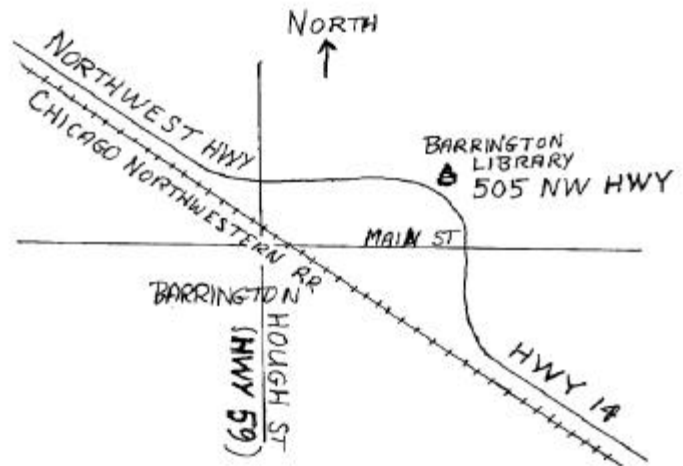
The December Holiday Party is our last meeting at the Knights of Columbus, "Barrington Banquets" on Kelsey Road, just north of Northwest Highway (Hwy 14). Don't forget to bring your favorite "pass-around" dish, and come prepared for a good time.

January meeting

Tuesday, January 28th, 2003

This is the first meeting at the Barrington Library, Meeting Room "A". The meeting room may change from time to time, so be sure and watch the newsletter meeting announcements. Also, remember that for February and March, we meet on the 4th Thursday – Not Tuesday. This change was necessitated by room availability.

The Address is 505 Northwest Highway, Barrington. This is located approximately across the street from the new Barrington Police Station.



Annual Banquet

The Annual Chapter 790 Banquet will be held at Emmett's restaurant this year on Saturday, March 15th. Emmett's is located in West Dundee. Time, Menu Selections, Cost and Map will be featured in the January and February newsletters.

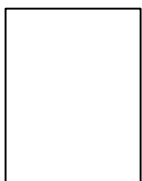
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Pre-meeting Checklist

- Name Tags
- Chapter Videos to return to meeting
- Chapter Tools to return to Ole

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 pjfriddell@cs.com or abbiénair@cs.com. 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 Abbie Friddell at 166 Harbor Rd. Barrington, IL 60010-1531



EVA Chapter
790
P.O. Box 1206
Barrington, IL 60011