

Winds Aloft



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



Thanks to everyone for all the fantastic pictures submitted for the outing at the Kresmery Hangar and for the annual Chapter 790 Work Weekend/EAA Balloon Fest. We wish that we had space to print them all.



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From Ron.



Hello Family,

The time has arrived to enjoy the weather and the nice flying days that will be here for a while. And, we have sure been busy too!

Quite a few of our 790 family met at Ken Kresmery's Airdrome on the 25th of May to give rides to the Chapter 790

veterans and to honor them, as well as all vets.

Mike Titre went flying with Ken Kresmery in Ken's PT-22 just like the one that Mike soloed in back in the early 40's. It was quite a thrill to say the least. Paul Henze, Tom Engelhart and Hal Richter got up into the wild blue yonder too. For proof of the event, they were presented with unofficial "Bald Eagles" certificates, which I know that they enjoyed.

Others members received or gave rides and the weather was great. I got to fly the PT-22 and drive Ken's Model T (?) Ford. The sights and sounds were really neat.

Then came our "work weekend" up in Oshkosh. About 20 of us helped assemble 840 information packets that are to be given to teachers at AirVenture 2002, Teachers' Day. Mike Titre was in charge of about 12 of us doing the assembly and we finished that project in record time, just over 3 hours. Then we helped with runway security, model plane building and balloon launching. What a total blast! Dick Nocenti and Judy Rice send their thanks to everyone for a fine job.

Just 3 days later Bob Kupon and I drove back up to the EAA Museum in Oshkosh to help Mike Titre put on his fine presentation on his exploits of P-47 flying during WW2. Bob did all the helping and I videotaped the show.

Don't forget that the JULY meeting will be on the 16th, which is one week early due to AirVenture.

Keep an eye on the Newsletter Calendar for upcoming events, like the Young Eagles Day on June 22nd at LITH. I won't be attending this Young Eagles Day, as I will be representing EAA at the TriVillage Radio Control meet. I will have my Kitfox there trying to pass it off as a giant scale R/C model.

Lon, we're think' in of ya, pal!

Love ya all, **Ron**
(luckiest Prez in all EAA)

Calendar of Events for 2002

June 22 Young Eagle Rally – LITH
July 13..... Fly-out, Rantoul Museum
July 23 thru 29..... AirVenture 2002
Aug 10..... Young Eagle Rally – C77
Aug 10..... Picnic – Poplar Grove Airport
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

At the auction - 790 style



By: Dwight Zeller

You say you bought new stuff and now there's no room for your old stuff? Is that what's troubling you? Or perhaps you've got stuff that you're not 100% sure why you have it, or for that matter not all that certain what exactly it is.

Well then the prescription is at hand, It's the 790 Auction. This event will provide you with a way to move your stuff, or if you're stuff deficient, a way to get more stuff.

The 790 Auction is open to all members and guests, and is not limited just to aviation items. Auctions that
(Continued on Page 4)

(Auction Continued)

I've done in the past have included: fresh homemade bake goods, power and hand tools, a bathroom plumbing fixture, puzzles and games, a free get-away weekend that a member had won and then donated, short wave radio equipment, computers, as well as all manor of aviation related items. While the list of what can be auctioned off is almost endless, please limit yourself to those items that are in good condition.

Items auctioned may be donated to the chapter (100% of the proceeds goes to the chapter) or if you wish to retain ownership, you may put your items up for auction at 20% commission splitting the proceeds with the chapter 80 /20.

So invite your friends, neighbors and their stuff to a fun evening on Tuesday, September 24th at the Chapter 790 Auction/meeting.

See you there,

D wight

'EAA Family Flight and Balloon Fest'

Webster states: Volunteer: *"A person who performs or offers to perform a service of his or her own free will."*

EAA states: Volunteer: *"Dedicated EAA Chapters and members; Chapter 790!"*



The day began on a sunny Saturday morning. Winds whistled through the bending branches as volunteers filtered through the gates. By 9:00 a.m. all stations were ready and filled with excited dads, moms, and children. Yellow shirts were the color of the day!

Chapter 790 had been at the helm long before daybreak. VW's were fetched and parked, supplies were distributed and organized, balloons were crewed and assisted.

Balloonist, baskets, and burners were seen in the open field by the Nature Center. Handsomely decorated kites fluttered alongside balloons. Birds of Prey greeted participants in a large tent across the road. Paper ultra lights soared past the casual on-looker and the principles of ballooning were experienced first hand by kids making a simple baggie hot-air balloon then placing them in aquariums. Behind the Eagle Hangar smiles of youngsters could be seen while making balsa gliders or heli's. At each station members of Chapter 790 could be found, either behind the scenes or at tables working one-on-one with those smiling young faces.

Over 35 balloons, an estimated 15,000 total in attendance, and almost 300 volunteers made the first annual EAA Family Flight and Balloon Fest a huge success. Saturday evening's nightglow and launch event brought a special request from Tom Poberezny to all volunteers for an effort above and beyond. Preparation for forecasted lighter winds that evening assured an audience with high expectations. Flight ops, competitive and festive balloonist, Pioneer Airport staff, and a handful of local volunteers and members of Chapter 790 assisted with the successful extended hours.

As the last glowing hot-air balloon began the deflation-process, visitors could still find Chapter 790 making balsa gliders with a smile!

A special thank you, Chapter 790.

Sincerely,

Judy Rice

EAA Executive Director Youth Education

Young Eagles Rally

Our Next Young Eagle Rally is scheduled for Saturday, June 22nd, at the Lake In The Hills Airport (3CK). Our first flight launch will occur at 9:00 AM so try to be there a bit earlier 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.

Ole's Safety Corner

By: Ole Sindberg

The June issue of AOPA PILOT magazine has an excellent article about fuel management. The following are a few of the high points.

In this country someone runs an airplane out of gas about every three days. In the past ten years nearly 250 people lost their lives because of fuel starvation. Some of the pilots involved in fuel starvation accidents don't accept that they did anything wrong. The problem is usually inconvenience and denial. It is inconvenient to figure out just how much fuel is in the airplane and just how much it really uses. It is inconvenient to make an unplanned fuel stop, and it is denying to yourself that a problem exists and that a diversion is becoming necessary. Typical light plane fuel gauges are not very reliable or accurate.

Some details:

Certain high wing airplanes (150s, 172s, 177s and 182s) have fuel selectors with a "Both" position. In this position fuel will move from one side to the other whenever the fuel level or the parking area is uneven. Fuel will move to the low side and vent overboard once that tank is full. (Actually, whenever the level reaches the high point in the vent line). Even without venting, this means that it is next to impossible to fill both tanks completely unless the fuel selector is selected to a position other than "Both".

Fuel flow computers are great, but become part of the problem if used carelessly or substituted for common sense. If starting with a known and accurate fuel quantity aboard and the fuel consumption is known, a simple clock or watch is your most reliable indicator of fuel remaining. Establish a hard personal limit - something more conservative than the FAR's require - for your minimum fuel reserve.

If you are using the book values for fuel consumption, read the fine print on the chart. It will likely have a paragraph on how the mixture was leaned. Then you must know how to lean the same way to obtain the same fuel flow figures. This is one place where fuel computers are great, in my opinion.

And this is an opportunity for me to once again talk about fuel system design for you home built airplane.

I designed my own fuel system to have as many as possible of the basic features of the fuel system used in airliners. (You seldom hear of an airliner running out of fuel, and this is not because they carry larger fuel reserves - they don't - airliners typically carry enough fuel to get to the destination, then to an alternate if one is required, and then enough for about one hour. If weather requires detours or if traffic delays are likely, more fuel will be added. I have on a few occasions arrived at my destination, or an alternate, with less than 45 minutes of fuel left). The basic features in airliner fuel systems are:

1. **Tank mounted pumps to pump the fuel from the tanks to the engines with at least two tank pumps used for each engine.**
2. **Fuel can be delivered from any tank to any engine.**
3. **If a tank pump is selected to deliver fuel and fails to do so, a fuel pressure light for that pump will illuminate.**
4. **Fuel flow gauges and counters for each engine are also provided.**

All of these features can easily be provided in your home built airplane, I did it - you can too.

Keep the green side up.....Ole

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.

Know Your Fellow Members. . . .

By: Rich Oleszczuk

My first airplane ride was in 1955 in an Aeronca Champ. I was 5 years old, and my dad landed on a snow covered Wonder Lake and picked me up in my ice skates. He was a charter member of the Woodstock Flying Club and flew out of a grass strip that today is the west entrance to Marian Central High School. He flew Canadian built DeHavilland Mosquitoes in WWII and immigrated to the U.S. in 1952. Growing up I often rode in the flying club planes from Woodstock's two airports and also Galt.

In 1970 I got drafted and was sent to Viet Nam to serve in the Army. Being in several infantry units during my 14 month tour, I participated in over 70 combat assaults in helicopters. During my tour I witnessed remarkable flying skills by gunship, medevac and transport pilots. There were a few close calls on the ground, but the closest I came to dying happened two weeks before I came home. As a platoon sergeant I was sitting in the open doorway of the lead Huey chopper that was loaded with supplies for a trip to a nearby fire support base. It was a bumpy ride and much to my horror the load started to shift, pushing me further out the open door. The door gunner reacted and told the pilot. He slowed things down a little. When we touched down there was only about 4 inches of the chopper floor still exposed!

In the summer of 1972 I decide to try out skydiving. I took a class at Hebron airport and did my first static line jump at the end of the day. In January of 1973 something unique happened. After exiting a Cessna 182 at 5000' AGL I started a 20 second delay free-fall. At 10-15 seconds, after reaching terminal velocity (120 mph) my left shoulder came out of its socket. My ripcord was in a military container and required a 2-hand pull. With adrenaline pumping I managed the pull and had an uneventful landing. A trip to the E.R. put things in order. Reconstructive surgery fixed the problem and probably has prevented arthritis.

In the mid-1980's I was taken in by the ultralight movement. There was a start-up business at Galt Airport called C&S Ultralights. After a day of ground school and 5 hours of dual instruction I soloed in a Robertson B1-RD. It flew at 35 mph, stalled at 15

mph and climbed at about 1000 fpm! I spent many delightful hours cruising 10 feet above the corn in that part of the county. In a short time I bought a new ultralight called a J-3 Kitten. By ultralight standards it was high performance. The Kitten was fully enclosed and closely resembled an Aeronca Champ. It was stressed to +6 and -4 G's. It was a joy to fly. The main reasons I got out of ultralights were the fact that it was a solo activity, no passengers, and the all-to-often engine failures. Rotax claimed that their 2-stroke engines would operate equally as well right side up as upside down. In about 10 years of flying upside down mounts I experienced 10 in-flight engine failures!

After selling the ultralight I immediately started flight training at Lake in the Hills Airport thru NIFC. I found the Cessna 152's a pleasure to fly. After getting my license I flew for about a year and then started training for my instrument rating. I got the rating and continued renting aircraft at 3CK until a share came up for sale in a Cherokee 180, N8424W. Everything was rosy until early August of 2001 when partner Jay Frymark was flying over Union, IL, and the crankshaft failed with the propeller leaving the airplane. Jay did a nice job of setting the plane down in a flat field. Unfortunately, the ground was freshly tilled to the consistency of sand. The landing gear dug in and broke off, destroying the wings in the process. He and his three passengers walked away. We got a full insurance settlement and recently bought into another Cherokee 180 owned by Abbie and Jay Friddell. Jay Frymark, Ken Smith, the Friddells and I are now based out of The Landings in Huntley. We are in the planning stage of doing upgrades to the avionics. I'm looking forward to many happy hours in N9741J.

Rich

As An Inspiration to Others, Did You Know???

Clyde Ericson

EAA Chapter 790 member, and retired United Air Lines Captain, Clyde Ericson, is recruiting volunteer crews to fly a Boeing 747SP. The purpose of this venture is to deliver humanitarian aid and religious
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(Did you know? Continued)

support to those impoverished nations generally located along the North African continent and extending east to India.

Gerry Kons

American Airlines has, for the past number of years, sponsored a free flight to Disney World each year for terminally ill children. These flights have been manned by volunteer crews of active and retired American Airlines pilots

Clyde and Gerry deserve our recognition for their selfless efforts for humanity.

KUDOS AND CONGRATULATIONS

Jeff Dingbaum

Passed his check ride with flying colors, and is now a Private Pilot!

**PLANE OF THE MONTH:
CESSNA 120/140/140A**



By: Dave Stadt

This series of planes were the first that Cessna produced after WWII. They were introduced in 1946 and went out of production in 1951. A total of about 8,000 were built with about half that number still in existence. At this point in time there is little difference between the 120 and 140 models except for the 120 not having flaps. The A model was produced from 1949 to 1951 and is relatively scarce with only 500 having been built.

By The Numbers:

Wing Span	33 feet
Length	20 feet 9 inches
Height	6 feet 3 inches
Cruise speed	100 to 115 MPH
Red line	140 MPH
Stall clean	49 MPH
Stall full flaps	45 MPH (In other words the flaps don't do much)
Service ceiling	15,500 FEET
Take off roll	600 to 900 feet typical
Landing roll	300 to 400 feet typical
Rate of climb	500 to 700 FPM

Fuel capacity	25 Gallons 80 Octane preferred
Fuel burn	5 to 5.5 GPH
Empty weight	850 to 1000 LBS
Gross weight 1	440 LBS
TBO C85	1800 hours

Asking prices are running from the mid teens for a flyable plane to the mid or upper 30s for an A model in better than new condition. ADs are not really a factor with only a couple of minor recurrent ones to deal with. Several areas do need close scrutiny during a pre-purchase inspection. The gearbox is always suspect especially if the plane has been used as a trainer. The tail cone/tail wheel area also needs close examination as it does on any tail-dragger. The rear carry-through spar is subject to corrosion due to moisture running down the inside of the cabin top. Find an A&P that knows these airplanes if you are thinking of buying one. New and used parts are available through several sources. Parts costs are not always reasonable but scrounging will usually turn up a part at a reasonable cost. Anyone with any amount of wrench time can complete most of a supervised



Jan Stadt with the family Cessna 120

annual inspection. These are very simple airplanes. A rough estimate of insurance would be \$30 per thousand of agreed value per year. It would be hard to find a certificated airplane of similar performance with lower operating costs. A good reference is the book *The Pilots Guide to Affordable Classics* by Bill Clarke ISBN 0-8306-4107-6. The 120/140 Association which could be considered the official type club can be reached at <http://www.cessna120-140.org>. There is another very good site at <http://www.Cessna140.com>. It is a pay site but does have good information in the public area.

Flight and ground handling characteristics are very straightforward. Roll rate is typical Cessna,

verrrrrrry slow and heavy. Rudder is much more effective than later Cessna's but not as effective as a J3. I can peg the VSI at 2000 FPM if need be during an aggressive slip. Elevator is typical. In the past, although **not** certified for such, these planes were used for aerobatics. They have a very low cowl line so visibility on the ground is not a problem. No need to S turn while taxiing.

If anyone would like a trip around the area I would be glad to meet you at Poplar Grove.

Dave Stadt

Has Your Address or Email Changed???

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

Chapter 790 Work Weekend Report...

By: Jay Friddell

Since the last meeting, Chapter 790 members have been involved in two very successful activities. First was the Chapter 790 Work Weekend/Balloon Fest at Oshkosh. During the weekend, and at various times, we collated information packets for the AirVenture 2002 Teachers' Day (under the leadership of Mike Titre), some members re-assembled an Avid Flyer airplane on floats, some provided the logistical support for the "Kite", "Helicopter", and "Hot Air Balloon" tents, some worked as balloon ground crew, others provided runway security to assure landing aircraft did not endanger any of the guests. EAA provided meals for all volunteers at the Air Academy Lodge and at the Volunteer Cafeteria (choice was the individual's option).

Those members who arrived early enough to work Friday (School Day) enjoyed the very rewarding privilege of having dinner with Judy Rice and Dick Rutan. (If you have heard any of Dick Rutan's presentations at AirVentures of the past, you know that Dick is a joy to listen to).

Never participated in a work weekend at Oshkosh? Well, set aside the weekend for next year. The rewards are: 1) we sometimes learn new skills; 2) there are usually a variety of jobs to choose from; 3) you usually leave with a feeling of satisfaction for successfully accomplishing an important job; and, most important, 4) we have fun!

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MIKE WOW'S THEM AT THE MUSEUM!!!!

On the Wednesday after the Work Weekend, Mike Titre gave his World War Two, P-47 presentation at the EAA Museum. Those members in attendance reported that Mike's presentation was a great success and was rewarded with a standing ovation from the audience. **Well done Mike!**

Ron Liebmann video-taped the presentation for us and through some shrewd trading, has arranged for the chapter to receive a copy of Mike's interview by EAA Museum Director, Adam Smith.

And --- Not to worry, Mike has agreed to make the presentation at a regular chapter meeting in the future. Stay tuned for details....*ed*

Fly-out/Drive-out to Rantoul.

(Old Chanute Air Force Base)

On Saturday, July 13th, the Chapter is planning an outing to the Chanute Aerospace Museum at Rantoul. Whether you fly or drive, plan to arrive at about 10 AM. At the museum you can view about 37 U.S. bombers, cargo airplanes, and fighters including the B-47 and the B-58 Hustler. Additionally cruise missiles, simulators, link trainers, and ICBM displays can be seen. If you fly in, the designator is TIP, the museum is on the west ramp, west of the FBO. Park between the FBO and the museum and walk through the museum building to the front to pay your admission. If you are driving, Rantoul is about 150 miles South of Barrington or 17 miles north of Champaign just East of Interstate 57 on route 136. (Continued on Page 9)

(Rantoul Continued)

Go East about two miles to Route 45/Century Blvd, turn right, in less than a mile, Route 45 makes a turn to the West, but you should stay on Century Blvd till Flessner Ave . Turn left (East) and the museum will be dead ahead. Admission prices are \$ 6.00 for adults and \$ 5.00 for seniors (62+) but we get \$ 1.00 off for our group.

For lunch we figure on getting courtesy cars from the FBO or hitching rides with those of you who drive there. **(Map on Page 10)**

For additional info and for coordinating rides to Rantoul, please call **John Vlastic at 847 524-1857** or **Ole at 847 639-5408.**

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 Great headset. Asking \$125. Contact: **Ron Liebmann 847-352-8282**

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 (autogyro), which was presented at the April 23rd chapter meeting. This is an opportunity to be involved with a very unique and fun aircraft. Contact: **Ken Kresmery, 847-742-0000** or **John Vlastic, 847-524-1857** if you would like more information, or missed the meeting presentation.

Free: 12-ton hydraulic press. Contact **Gerry Plice at 847-705-0171**

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.

**DON'T FORGET!
JULY MEETING IS ONE
WEEK EARLIER!**

Don't forget, AirVenture 2002 begins on Tuesday July 23rd and runs through Monday, July 29th. So-o- o - o, **EAA Chapter 790's July meeting will be on Tuesday, July 16th.**

If you are planning to volunteer with Chapter 790 at AirVenture 2002, then it is extremely important to attend the July meeting. This will be the final briefing. Members who will be volunteering for three days or more will receive their wristbands. Also, any late news from EAA HQ regarding our duty assignments, security, etc. will be discussed in detail. And, of course, the campers will receive directions to the Chapter 790 camping location.

If this will be your first year to camp with the group, Dan Majka, Mike Titre, and Ron Liebmann will have some camping tips based on many past experiences. Remember, you are not expected to volunteer for the entire show. Expect to take some time off to enjoy the activities yourself.

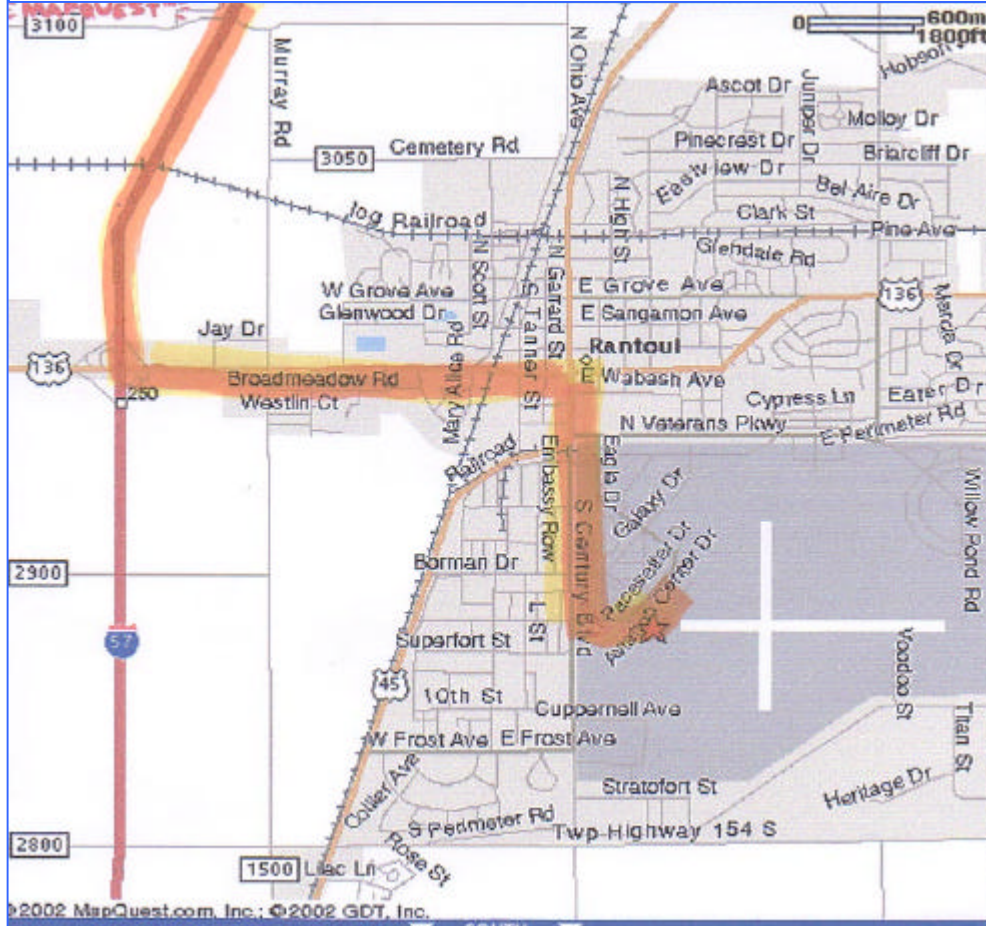


Mike Titre Receiving his "Bald Eagle" Certificate from Ken Kresmery



Oshkosh Balloon Launching

MAP FOR DRIVING TO RANTOUL MUSEUM



Meeting Information

The Chapter 790 June meeting is scheduled for Tuesday, June 25th 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.

For the June meeting: Lynne Eaton will be driving down from Burlington, Wisconsin to speak about and show a video on her recent flight to Alaska. Lynne flies a Piper Tri-Pacer and spent 3 weeks touring in Alaska. She flew there with her friend Donna, who is not a pilot and will bring her along too

Chapter 790 Meets at the “Barrington Banquets” barn of the “Knights of Columbus” Just North of the intersection of Northwest Highway (Hwy 14) and Kelsey Road. Parking is behind the building and we meet on the lower level.

