

Winds Aloft



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

October is here!



We've all started to notice the beautiful colors of the leaves and to feel the chill in the air. One of the advantages of having an airplane available is to fly over the landscape and enjoy the season. Do you have an empty seat in your airplane? Be sure to invite someone to

go along and enjoy nature's fireworks with you.

Jay Friddell took the photos on this month's cover from EAA's Ford Tri-motor last season.

Every October, the folks at EAA offer "Color Flights" in the Ford and in the 1929 TravelAir Biplane. The experience of flying in one of these beautiful antiques is worth the drive to Oshkosh, and the autumn colors are a bonus to a very memorable experience



Just a reminder that the elections are coming up very soon. All offices are open; President, Vice-President, Secretary, and Treasurer. A number of members have offered to run for some of the positions, but we need more volunteers! How about YOU? If you aren't ready to jump in as President or Vice-President, then how about considering Secretary or Treasurer? Yeah, any of the positions will require some of your time, but, everyone has something special to add to any of the offices. Not only that, but if you are not pleased with how some things are run, then now is your chance to make changes.



EAA CHAPTER 790 STAFF



OFFICERS

President

Ron Liebmann
(847) 352-8282
RLiebmann@attbi.com

Vice-President

Dana Holladay
(847) 526-4916
DANA@af.tv

Secretary

Carol Von Bosse
(847) 669-3221
andgraph@mc.net

Treasurer

Jan Stadt
(847) 526-2763
dhstadt@ameritech.net

PROGRAM YOUNG EAGLE

Dana Holladay
(847) 526-4916
DANA@af.tv
Ron Palascak
(847) 658-7963

PROGRAM & ACTIVITIES

John Vlasic
(847) 524-1857
jvlasic@lunt.com

NEWSLETTER

Jay & Abbie Friddell
(847) 382-4180
pjfriddell@cs.com
abbiennair@cs.com

WELCOME/MENTORS

Abbie Friddell
(847) 382-4180
Nancy Blazyk
(847) 836-6071
Barbara Wilson
(847) 426-7206

DIRECTORS

Lon Danek

(847) 381-4286
ldanek417@aol.com

Jay & Abbie Friddell

(847) 382-4180
pjfriddell@cs.com
abbiennair@cs.com

Herbert Gottelt

(847) 439-3397
gofalke@aol.com

Ken Kresmery

(847) 639-2177
kenk@mc.com

Tom Legates

(847) 426-1791
tlegates@ameritech.net

Dan Majka

(847) 818-9522
dmajka@dist214.k12.il.us

Ron Palascak

(847) 658-7963

Mike Perkins

(847) 788-1791
michael.Perkins@rauland.com

Julie Savage

(847) 516-4201
flyinsaluki@hotmail.com

Brandt Snyder

(847) 669-2781
bsnyder@dist214.k12.il.us

Ole Sindberg

(847) 639-5408
oleeva@mc.net

Dave & Jan Stadt

(847) 526-2763
dhstadt@ameritech.net

John Vlasic

(847) 524-1857
jvlasic@lunt.com

Alex & Carol Von Bosse

(847) 669-3221
andgraph@mc.net

Dwight Zeller

(847) 524-3973
zellerd@worldnet.att.net

SPECIALTIES

Glen Brisson:

Flight Advisor
(847) 438-7786

Clyde Ericson

Flight Advisor
Tech. Counselor/gen.
(847) 382-6675

Steve Flattum

Flight Advisor
(815) 765-1849

Abbie Friddell

Flight Advisor
(847) 382-4180

Jay Friddell

Flight Advisor
Tech. Counselor/Gen.
(847) 382-4180

Herb Gottelt

Flight Advisor
Tech. Counselor/Gen.
(847) 439-3397

Jim Jackson

Flight Advisor
Tech. Counselor/Comp.
(847) 949-2200

Ron Liebmann

Flight Advisor
Tech. Counselor/Gen.
(847) 352-8282

Ron Palascak

Tech Counselor/Gen.
(847) 658-7963

Mike Perkins

Tech. Council./Elec.
(847) 788-1791

SAFETY CHAIRMAN

Ole Sindberg

Flight Advisor
Tech. Council/
Systems/Metal/Flt Test
(847) 639-5408

WEB MASTER

Jeff Wilson
(847) 426-7206

From Ron.....



Hello 790,
Cooler temps are for sure as I found out Saturday morning when I took off for the Young Eagles Rally. With no heater in the Kitfox, it was a chilly flight to LITH. The Fox comes home on the last day of this month to spend the winter at home. The weather turned out to be really good for the

kids that we flew. There was a great turnout of pilots, planes, and ground support personnel to whom we owe our gratitude.

If you missed last months meeting you missed our first ever auction, which brought the chapter about \$1200. We auctioned off quite a bit of stuff but there were a few of us that had to take some of our treasures back home as not everything was sold. I can see that next year's auction will be even better now that we have experience.. I want to thank Dwight Zeller for bringing us the idea to raise money for the chapter with an auction. The \$1200 profit sure helped the treasury's balance. Not only was it Dwight's idea, but he was also the auctioneer of our personal treasures. Way to go D.Z.!

We are looking forward to the move to our new home starting in January thanks to Lon Danek. It was only through Lon's efforts that we were able to secure the Barrington Library for our meetings. If you have not heard yet, we will have the room from 6 pm until 10 pm. I have not seen the library yet but I hear that it is a great place to meet with lots of close parking. All AV equipment is included too. I foresee our chapter T.V and VCR going up for auction next year.

Last Saturday I had the opportunity to go to dinner

and (partying) with four instructor pilots and four students from Pensacola as they were at Schaumburg Airport on a Hurrivac. That's what the Navy calls it when planes are flown out of Florida because of a hurricane in their area. As you could imagine, I had a great time. None of them had ever flown the military F-16 or F-18 sims so I had a great time telling them all about it (with embellishments I'm sure). In return each of them told of their personal experiences flying military planes.

Most importantly, I want to ask you for prayers for Lon. He is in Good Shepard Hospital in Barrington recovering from fluid in his lungs. I don't think that he can have visitors yet but he will appreciate your cards for sure. Lon is a very special person to us in 790 and we miss him greatly.

Lon, GET WELL FAST !!! We need you back home.....

Ron

Lon Danek
752 Orchard Drive
Barrington, IL 60010

Calendar of Events for 2002

**Nov 2 & 3EAA Sport Builders Workshop
..... Minneapolis Community and Technical
College, Minneapolis, MN Contact: Charlie
Becker EAA Sport Air Workshops 1-800-967-5746
Or web site: www.sportair.com**

**Dec 17 Chapter 790 Christmas Meeting
Special Note: Our regular Christmas meeting
date falls on Dec. 24th. Since this is Christmas
Even, the meeting has been moved back one week.
PLEASE NOTE THIS CHANGE ON YOUR
CALENDAR!.....**

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

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At the Auction 790 Style – Finale

By: Dwight Zeller

A special thank you to all who attended, worked and especially those who brought and those of you who bought, without you the auction would not have been the total success that it was. We auctioned and sold items for a dollar, we sold items for more than two hundred dollars, we had a wooden Santa offered for sale, we had a full size airplane . You brought and bought things to read , things to wear, things to tinker with and the tools to do it ; aviation stuff, home stuff, old stuff, new stuff .

Your auction produced gross sales of just under \$1,400 dollars and after we paid those owners who asked us to sell their items on commission, incidentally most of which were your friends and neighbors that supported us based on you asking for their help, the chapter had a net income of over \$1,100.00 dollars.

You gave of your possessions and bought with your heart and your chapter prospered because of it. I am very proud to be associated with you.

Your humble auctioneer

Dwight Zeller

The Youth Corner.....



By: Chrissy Nabor

Hey! How are things going back in Illinois? Well, Katie and I made it up to North Dakota and our second year of college is going great! University of North Dakota's EAA chapter is having their second Young Eagles Rally on September 28th. Last time there were only a few planes, but plenty of kids! We fly out of a smaller airport about 20 miles west of town.

Flying is going great-I've learned how to do NDB, VOR, and localizer approaches. Next flight we do ILS approaches - It's so much fun! Also, I start aerobatics training on Thursday. I'm hoping to compete starting in the spring (if I have enough

money to get me that far!!!). Who knows....maybe I'll be the next Patty Wagstaff!

Last night I joined University of North Dakota's RC club. We have 3 blimps that we fly at football and Hockey games. We're also building 3 planes that can be flown indoors too. The club has a simulator where we can learn to fly RC planes and then every weekend we go to a field where they teach us to fly the planes. Pretty cool huh?!? One of the guys also has an RC helicopter, but I'm not sure if we're allowed to fly it. They said we should join AMA so that we have insurance for when we fly the planes. Also I guess you need to be a member to fly on a lot of the fields around The University of North Dakota here-do you know anything about that???

My classes are all going pretty well. I'm taking mostly aviation classes and then a physics class. In my flight physiology class we get to go in the University of North Dakota's altitude chamber, and experience decompression at 25,000 and 30,000 feet to see the effects it has on us. Pretty exciting! Besides that, not much is going on here. The mosquitoes are terrible but the weather is starting to get a bit colder (I'm not excited for winter to come!). Well, tell everyone at the chapter that Katie and I say "hi".

We'll keep you updated on college life!!!

Chrissy-

IT'S DUES TIME AGAIN!

Well, it's fall and that means it is time to start thinking about paying 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

As in previous years, the first 50 people to pay their \$25.00 for regular membership at the meeting will receive a free 2003 EAA calendar. Sorry, no free calendar for out of statue members or students.

I suggest you bring your dues to the meeting. Or you can mail them either to the PO Box 1206 or to me (made out to EAA Chapter 790) at 26562 N. Anderson Road, Wauconda, IL 60084.

Jan Stadt

Local Pilot Shoots Down Eight Russian Fighters.... Becomes Jet Ace!

By: Ron Liebmann

A few years ago when my son Dan graduated from flight school he and his Academy roommate arranged for me to fly the Navy's newest fighter simulator. That hour was the most realistic simulated flight I ever thought possible. Knowing me, I probably told every pilot I knew about it several times over. It took a couple years for me to come down off that pedestal but now I'm back higher than before.

Last month I was invited to fly the Air Force's F-16 fighter sim near Wright Pat A.F.B. A young lad, Andy Meyer, call sign "Nieder", whom I have know since 1987 has grown up to be a super young man now. It was he who invited me to have "one more" thrill of a lifetime by flying the F-16 sim for as long as I wanted. In the weeks before the sim ride I thought that it could not come close to the F-18 trainer sim ride that the Navy gave me, but I was wrong. This ride did not have the geodetic dome as the Navy one had but it had a big screen in front of the sim, which was adequate for the ensuing fun.

The ride began with me sitting on the ramp with the engine at 60% power. After clearance I taxied into position and with brakes locked, advanced the throttle to max. Military-power. Releasing the brakes, 70kts approached and I disengaged the nose wheel steering, advanced the throttle to full afterburner and about that time lifted the nose at 170kts. Climbing at a 70 deg. angle, the airspeed and rate of climb continued to increase. Pulling the AB off at 9200 feet, I lowered the nose and leveled off at 10,000 feet. I did a high speed roll to the left & right and then rolled over to inverted and maintained 10,000 feet for a few seconds. The engine didn't kill as the Navy's jet did after 7 seconds.

Next came a few ground targets that required the release of 500-pound bombs. I came close enough for a "human" kill but possibly part of the target was still standing. Then began the best and most exciting part of the flight: aerial warfare! Bring 'em on I said and boy they came for sure. The computer is

programmed with Sukoi's and Migs. The Migs were faster but the Sukoi's could turn inside of me.

On the throttle grip were the radar and armament buttons, which allowed scrolling through the choice of radar, and weapons that was available to me. My F-16 carried 2 short-range heat-seeking missiles and 2 long-range (10 mile) radar guided missiles. I suspect that the sim boss put the sim in the "easy" mode, if there is such a thing, because I found, chased down the first 4 enemy planes and blew them away. The computer reloaded my missiles and I was off after the other 4 and got them too. This aerial battle lasted about 30 minutes and required much looping, rolling and jinking to get out of the way of the Russian missiles. The hours I have spent on my home computer flying the fighters really helped me in the tactics I needed to both evade and intercept the enemy during this sim ride. The 9th Russian went running for the border. I guess he did not know that I was out of missiles.

Hmm, possibly he knew I had that gattling gun in the nose... Well, by now I was sweating pretty good and it was time to return to my base and land (and stay alive doing it)...Approach was from 5 miles out turning final at 200kts, opening the speed brakes and lowering my gear. The flaps/stats are put in by the computer as needed. Next set the AOA staple on the horizon and held the airspeed at 170kts with the throttle until I crossed the threshold. Pulling the throttle back to idle, touched the mains and held the nose up until it lowered itself. I applied brakes as needed and below 70kts the nose wheel steering became active.

I pulled into the assigned space and accepted the ground crews help in climbing down to good old earth.....Hey buddy, where's the 19th hole? Oh yeah, they call it the "Swill Pit" here...Officers only, unless invited. OK, time to wake up now. Rats, when can I go again? I have a bunch of old "E" tickets in my drawer.

Authored by a really big "wannabee" jet jock.

Ron (call sign.....*Reaper*)



Happy Halloween!

Bud Herod

Part IV: The Final Chapter

By: Bud Herod

As you remember last month, Bud had landed with engine problems. No aviation spark plugs were available, but some plugs for a Johnson Outboard motor fit the threads perfectly and Bud was off again! This month, Bud has just landed in Springfield, Missouri.....ed

.... It rained overnight, when I got to Springfield Mo. and it was cool and sunny when I took off the next day so I didn't bother to call the flight service station for weather. Several miles down the interstate headed for Saint Louis I inadvertently flew into a huge zero/zero fogbank from which, using standard rate 180-degree turns and climbs, would not let me punch out of the fog. For the first time on this adventure I thought I had bought the farm. I was circling in near zero/zero visibility 3500 feet over heavily wooded terrain and I didn't know where in the heck I was. As luck would have it I did find a couple of holes that didn't close up on me before I got to them. One was no good because there was car traffic on the interstate coming right at me right under the hole. The other I was finally able to dive through underneath and I was lined up following truck traffic on the interstate. I matched speeds with them and let down very gently behind a 40 footer doing about 55mph. I don't know if he saw wings growing from his trailer or if someone called him on the CB, but suddenly his dual stacks started spewing enormous black clouds and many sparks and he disappeared down the road like a shot. I got down safely and got the bird tailed off on the shoulder and sat down on a tire and just shook. Then I noticed that the semi's following me had pulled up side by side and shut down half of the interstate. When I looked in the direction I had landed I could dimly see a bridge about 100 feet further on. By the time the local sheriff got there I had gotten the traffic moving again and had even dissolved the gapers' block. I thought surely he and/or the FAA would make me dismantle the plane and haul it out by truck, but Lo and Behold he was a private pilot too so not only did he not report it, but he took me into town called a bunch of his deputies to meet us for breakfast -on him- called the airbase North of Waynesville Mo. and had a friend of his in

the weather shack give him a call when the weather was C.A.V.U. well East of Saint Louis.

When the call came in he took me back out to the plane and I couldn't believe my eyes. There were local, county, state, and sheriffs police everywhere; Radio and TV crews were set up on the bridge and my sheriff asks me how much room I need to get airborne. I told him and suddenly squads were running everywhere blocking off intersections, entrance and exit ramps to the interstate and even the lanes of traffic in both directions on both sides of the road. The only thing he wanted from me was to get to prop the engine for me. We shook hands and I made my take off run under the bridge picked up my tail and jumped into the air at 60m.p.h. I rolled slightly into the median and waved my wings to the mass of motorists that were standing next to their cars waving and cheering at me and headed for Rolla, Saint Louis, Taylorville, DeKalb, with a final stop at Chicago Land Halfday airport and I was home! During the winter of '70 the plane was moved to Tufts-Edgecomb in Elgin, because I finally got a "T" hangar. Even being sheltered it became harder and harder to get it started, so I made the decision to ground it until ALL the problems with the plane were corrected. First I wanted the engine fixed so I took it apart and took all the pieces to the local FAA repair station. In disassembling it I found the cylinder base nuts on all the jugs were only finger tight in the first place and the pal nuts were just plain loose. When the engine shop returned all my engine parts to me their estimate to recertify the engine was \$1,000.00 IF they could find usable replacement parts. I knew from my own experience I could get all the parts easily and it would cost about \$1,100.00, but just the hangar rent was killing me, and I didn't have an A&P ticket so I wound up selling my pride and joy to an American Airlines A&P who did make all the repairs, beefed it up some, and sold it to his brother to be used as a bush plane in Alaska.

Since that wonderful time of my life I got married and took up with the group out at Galt "International". I tried to get my wife interested in at least sightseeing, but she popped my bubble by bringing a novel along to read every time I took her up. I got involved in local government -board trustee and roads commissioner- for some years, and as my career with the phone company heated up, flying, I thought, was all but over. Then in 1988 I got the bug again and found another "T" that I could afford. I

(Continued on Page 7)

(Bud Herod: Continued)

went and checked it out and flew it a little, decided it needed a lot of TLC and that I would put the hook in my mouth again.

The new Taylorcraft had more problems than I knew and I wound up crashing it through the end wall of a row of T hangars shortly after buying it. Two weeks after the incident they filmed a movie about crashing an airplane through that same hangar: ...ten feet from where I did it! It has now been a garage queen for about 12 years, as I lost my job with the phone company, was divorced and remarried, and am now a proud grandpa 4 times with a fifth on the way. I sure would like to fly again, but as I found out the hard way recently, I have virtually eaten myself right out of the sky.

Bud Herod

**Ole's Safety Corner.....
Little Changes Mean a Lot!**

Contributed By: Jay Friddell

Just a few weeks ago, I completed the Annual Condition Inspection on my Experimental Amphibian, SeaRey. As I looked at the rather flimsy aluminum tubing that supported the wing floats I decided to replace them with the much sturdier, streamlined supports of the newer model SeaRey kits.

The exchange was easy, but with the new supports in place, my landing lights (actually automobile aftermarket fog lights) would not fit in their original mounting. A little head-scratching resulted in the realization that if I mounted the lights inverted from their original position they not only fit perfectly, but would actually look neater, tucked up closely to the wing, and slightly forward of the wing leading edge, see the photo below.



I was right proud of myself! This was a neat installation. Of course, upon completion of the project, I went out for a test flight. The weather was beautiful with lots of thermal activity and a few associated gentle downdrafts. The flight went well, except that the three-point landings that I had been “greasing on” did not materialize and I bounced around a bit on landing (a clue??). Otherwise, the flight was a success.

The next day, Abbie and I decided to fly down to The Landings to return some paperwork to our hangar there. We then planned to cruise around in the vicinity of Olson Airport, DeKalb Airport and back to Poplar Grove.

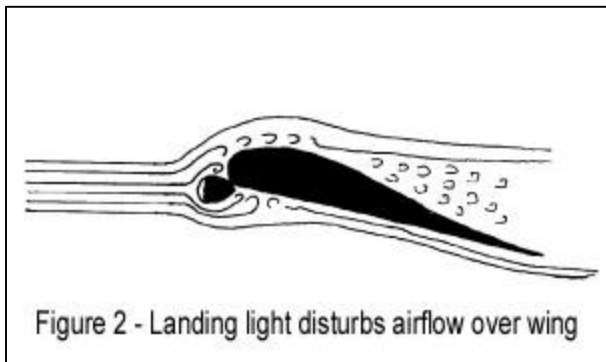
Our Gross Weight was right up to the maximum of 1250 lbs (possible a very few pounds over, but later versions of the SeaRey the maximum gross weight was increased to 1370 lbs., due to an engineering re-computation by the Australian equivalent of the FAA.) I had conducted test flights with sand bags strapped in the passenger seat to verify the performance just in case I should ever decide to aviate with more than a few pounds over. The test flight, as well as other passenger flights, have all gone very well, and while the performance could not be classified as “sparkling”, it was satisfactory.

This time, as we took off, the climb performance was terrible – 200 to 300 feet per minute was all that we could generate. The climb to 2,000 feet continued very slowly and when we leveled off, the airplane tended to slow down. Eventually we realized that the “pitch-trim” was at full “nose-up” position and we were descending slowly --- more power brought us back up on the step, but again, only for a while. Was the problem the 2,000-foot “density altitude,” reported by DuPage Airport ATIS? The landing at The Landings was poor, even for a basic student pilot. And even though the tail-wheel landed first, the main wheels arrived at the pavement with sufficient force for the airplane to become airborne twice more. Whoa!

The arrival at Poplar Grove was just as bad (*Abbie was kind enough to say that it was a little better*). What had happened to the performance? At first, I suspected the engine, but we were turning normal **(Continued on Page 8)**

(Safety Corner: continued)

RPM's and the EGT indicated almost identically for all four cylinders. WHAT'S WRONG WITH THIS PICTURE.???



Suddenly, the light dawned! Take another look at that picture of the new landing light position. So far, I have withheld the fact that even in level flight, the SeaRey flies with a significant angle of attack (AOA) due to the very high drag configuration of the airplane.

The simple task of changing the landing light mounting position had sabotaged the wing design and was now robbing us of necessary lift! The original position of the landing light was sufficiently below the wing that it had no effect on lift. But now, when the wing reaches positive angles of attack, the light, positioned very close and slightly forward of the wing, acts like a spoiler (Look at *figure 2*, above). The airflow over the wing (at the landing light position) becomes disturbed and separation occurs right at the critical part of the wing, probably about 2 to 3 square feet on each wing. Problems maintaining altitude were due to the loss of lift in the stalled areas of the wing, and the bounced landings were the result of the increased stall speed. (At least that's my excuse and I'm sticking by it!)



New lights have been purchased and installed sufficiently below the wing, and the problem is cured. But – Why did this happen. Well, as I stated in the second paragraph, a seemingly simple fix of just turning the light mounting bracket over was so easy and the lights really looked better tucked up close to the wing. Because the landing light is mounted below the wing, the thought of any negative effect on aerodynamics never entered the picture.

What is to be learned from this? Any time we decide to make changes to our airplanes, with particular regard to flying surfaces or propellers, the changes must first be carefully considered, and second, they must be carefully tested before exposing friends or family to the results.

As Ole would say, “Keep the blue side up”..

Jay

Young Eagle Report

By: Ron Palascak

We just completed another good year for Young Eagles and Chapter 790. On Saturday Oct. 5th, we flew 54 Young Eagles. The weather was beautiful; the wind that about blew us away on the 4th was gone. Eight pilots flew the enthusiastic Eagles, and there were smiles all around. It's really great to hear the kids saying " awesome", and " can I go again?" What a great way to spend a Saturday.

Your Young Eagle coordinators would like to thank all of the 790 ground crew and pilot volunteers who helped with the Young Eagle program this year. You all did a great job and we sure appreciate your help. We flew 323 Young Eagles this year, bringing the total for Chapter 790 to 2069 since to program began.

Remember, next year is the final year for getting the one million Young Eagles flown. Lets start thinking about who we can get out and fly next summer; school clubs, scouts, church youth groups, etc. We want to get that million and then some. Young Eagles will not end on Dec. 17, 2003. The program will still continue to introduce kids to the wonders of flying.

Your Young Eagle coordinators,

Dana Holladay and Ron Palascak

Congratulations!!

Dana Holladay, our own "Lone Eagle" earned his Multi-Engine Pilot rating last month! What's next Dana!

Dana has written a full account of this achievement and it will appear in the November Newsletter. Don't miss it!.....ed

We're Where??

Taking advantage of the classic Midwest winter – solid overcast with about a 2,000-foot ceiling -- one local resident on the approach path to Milwaukee Mitchell airport's 19R last year offered a neatly lettered rooftop sign,"Welcome to Cleveland!"

Contributed by: Mike Perkins

NEXT MONTH

Next month's issue features Herb Gottelt in the "Know Your Fellow Members" column. As you know, Herb just completed a round trip to Alaska in his KitFox this summer and we are looking forward to reading about his adventures on that trip in a later edition.

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

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**

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.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. **Call Ole Sindberg 847-639-5408**

For Sale Avid Magnum kit for sale. It is similar to a C150. It is complete except for the firewall forward. It is on it's gear ready for covering. It's complete except for the final paint. It sells for \$22,000. I will sell for \$11,000 and the right to fly on it's ale first flight. I am in the market for an ultralight if anyone has one for sale. **Call Phil Lageschulte (847) 381-6869**

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.

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 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 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.

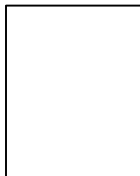
Pre-meeting Checklist

- 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 abbiennair@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

The October Meeting is at Knights of Columbus, "Barrington Banquets", just two driveways north of the intersection of Northwest Highway (Hwy 14) and Kelsey Road (Traffic light intersection) west of Barrington. The meeting date is Tuesday, October 29th at 7:00 PM. We'll plan to see you there!



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