

Winds Aloft



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



Boy! Have we been busy for the last month? The Young Eagle Rally at Poplar Grove along with a picnic at Tom Anderson's Hangar; a "Day at the Hangar" at Ken Kresery's strip (a great success - except maybe for one not so small problem); a great picnic at Bill and Mert Rose's home in Barrington; and finally ending with a Young Eagle Rally at Lake In The Hills Airport on September 14th.



No o o o o, They are not fixing a flat tire! The folks who were at Kresmery's on Aug. 25th may know the story but no-body is talking.

Sometimes Don Jenerick is outnumbered by hopeful Young Eagles while parents fill out the permission forms. Keep up the good work Don!





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From Ron.....



Hello 790,
I'm back in town and it feels good! I have been flying my Kitfox quite a bit. I've flown almost every day that the weather permitted, since I have not flown it for 20 months prior to this season. Just been too busy it seems. Now, I have my priorities in order.

I missed the last meeting, but I will be at the next "auction" meeting for sure. I was out in the garage today filling my "auction item" box. I feel fairly sure that if you went into your own garage or basement you could find something for the auction. The success and fun quotient depends on each of us bringing something fun to auction.

At the September meeting I will tell of plans for our new meeting place effective January 2003 and nominations will be taken for board positions. I will be taking a nice rest after having all the fun for the past four years serving as your President.

About 55 of us showed up at Bill Rose's South Barrington airstrip on Saturday the 7th of this month. The weather was super and about 10 planes flew in. Bill donated 2 large spiral cut honey baked hams that were appreciated very much. The chapter provided the variety of rye breads, sodas and condiments as usual. Our very grateful thanks go to Bill and Mert Rose for their outstanding generosity to Chapter 790.

Everybody stay well and I'll see you on the 26th..... *Ron*

Calendar of Events for 2002

Sep 21/ 22 ... Whirlybird Weekend - Oshkosh
Sep 22Schaumburg Arpt Fam Aviat Fest.
Sep 24 Chapter 790 Meeting & Auction
Oct 5.....Young Eagle Rally – LITH
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

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

EAA Whirlybird Weekend

The second, annual, EAA Whirlybird Weekend Celebration Of Vertical Flight will invade EAA's Pioneer Airport at the AirVenture Museum, Oshkosh, on September 21-22, 10 a.m. to 4 p.m. both days. The focus of this unique event is rotorcraft from all walks of life. Historic helicopters and gyrocopters from the museum's collection will be on display. Plus, invitations were extended to rotorcraft owners and operators to participate; ensuring a variety of airworthy helicopters from small, member-owned recreational aircraft to military, coastguard, corporate, emergency medical, and media helicopters. (About 25 have shown interest.)

Demonstration flights, including EAA's own vintage Bell 47, will take place throughout the weekend. In addition to the rotorcraft, special hands-on activities for kids will be organized by the EAA Education Staff, to make this an event for the entire family.

A special highlight of the weekend, will be Bob Kupon's helicopter presentation both days in the EAA Museum. Let's make this a fly-up/drive-up trip to Oshkosh to support Bob. Besides, he gives great presentations ...*remember his Pearl Harbor presentation?*

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Antique Fly-in....

By Barbara Rapchak

I managed to get some barnstorming in this past weekend. The antique fly-in at Brodhead, WI is a must-see for antique aviation enthusiasts. There are planes you've never seen before...many one-of-a-kind and beautifully restored. Everybody flies all day simply for the joy of flying (there are no prizes or awards) and it's likely that you can get a ride in something you never imagined. I was pretty lucky. Here are some photos.

My friend flew in from Virginia on Friday in his 1944 Staggerwing. We then flew to Brodhead for the antique fly-in on Saturday.



Pictured above is a 1926 Ryan M-1 used to fly mail, and a precursor to Lindbergh's Spirit of St. Louis. (See the similarities?) Lindbergh came to Ryan in 1927 and flew the M-1 and asked for a similar but larger plane for his nonstop 3,600-mile flight across the Atlantic, so the M-1 design was modified to meet his requirements. The Spirit of St. Louis, built as the Ryan NYP (New York-Paris), was completed in just 60 days for a price of \$10,580.

The M-1 in my photo was built by Andrew King and is based in Culpeper VA. (I'm trying to get him to come to a 790 Chapter meeting to speak.) I believe it is the only flying M-1 today. It cruises at 110 mph (125 mph max) and has a range of 400 miles. I took the photo (above) from the Staggerwing, and got to fly in the M-1 and do some formation flying with a Waco.



Formation flying in the M-1 with a pristine green Waco over Brodhead WI. I felt like I was in a movie set in 1930...fields woven in green and gold, hot summer air, thundering engines, and pilots grinning from ear to ear. You should not be allowed to have this much fun.

My visibility from the front seat of the M-1 was limited, as you can see. I think Andrew flies by instinct... we're setting up for a low pass over C37.

Enough aviation history for one day.

Barb

Ole's Safety Corner. . .

Editor's Note: At the last chapter meeting, Tom Anderson related a story of his harrowing experience. Tom had flown an extended round-robin flight up the east side of Lake Michigan. He had refueled in Michigan on the return leg and had estimated enough fuel for the flight back to Poplar Grove Airport. About seven miles short of the destination airport, and after dark, Tom's KitFox experienced an engine stoppage. After the harrowing nighttime, highway landing, which resulted in serious damage to the aircraft, Tom assumed that the stoppage was due to fuel exhaustion. The aircraft had been quarantined in its hangar by the FAA and was not available to Tom for an inspection and evaluation.

Tom has later learned that he did have approximately one hour's fuel on board at the time of the unscheduled landing. However, it was not officially

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(Ole's Safety Corner Continued)

determined if the fuel remaining on board at the time of the incident was available to the engine (usable fuel) or not (Un-usable Fuel). At the time of this writing, it had not been determined as to the exact cause of the engine stoppage and whether it should be charged to "Pilot Error" or "System Failure".

Whatever the cause, this incident has pointed out the need for Ole's article this month.

The Safety Corner

By: Ole Sindberg

From a safety point of view the August meeting was a terrible meeting. Tom Andersen told about his harrowing engine-out landing at night on a two-lane highway. Furthermore we learned of a gear up landing at "Ken and Polly's Day at the Hangar" fly-out.

Tom told about his flight around Lake Michigan in his Kitfox. It was not really a planned flight, but it was a really nice day, and he kept going north and east along the lake till he eventually landed and fuelled at Pellston, Michigan. He then proceeded south on the east side of the lake, eventually turning west towards his home base at Poplar Grove. By then it was getting dark, and then just 7 miles from his destination, during the descent, the engine quit. It appears that there was still some fuel left in the main tanks, but it was not getting to the header tank, because of the slightly nose low attitude of the airplane during the descent. When the header tank went empty, the engine quit. At least that is the present thinking. The landing was indeed harrowing, involving two-way traffic on the road, trees and power-lines.

The landing was a success, with much credit going to Tom for keeping his cool and for some deft maneuvering. Tom did not have a scratch, but the airplane needs quite a bit of work.

What gets me upset, is that we have had an ongoing safety program in this chapter for a number of years. We like to think of our chapter as something special. Others and I have made a number of presentations to the chapter about safety related subjects, including fuel system design, and then this happens! Tom could have gotten killed, and taken one of the motorists

with him, on that long journey west. That is not very "special"

There are clearly a number of safety issues that probably need more attention:

1) Flight Planning: This was a long cross-country flight; for short hops in the local area we don't need much planning, but for a trip of this length, proper planning is essential. In this respect, flying is different, when compared to driving a car.

2) Required Fuel Reserve: Was consideration given to the FAR requirement of having 45 minutes of reserve fuel at night?

3) Situational awareness: It seemed that the fuel state was not within Tom's awareness as he was proceeding westward towards his destination. Was he aware that fuel was not feeding from the main tanks to the header tank?

4) Fuel system design: The airplane had no provisions for low level fuel warning, no way to check fuel level in the header tank, the inability to check for fuel remaining at night, without a flashlight, and finally the relatively high, unusable fuel quantity in a nose-low attitude. This could probably have been placarded on the instrument panel. A fuel management system with a fuel-flow indicator would also have been helpful.

Of these safety issues, situational awareness is by far the most important. Good situational awareness could have compensated to some extent for the lack of planning and the existing fuel system.

All of us in general aviation have to do a better job of putting safety first. If we don't, we are all going to pay for it in loss of privileges, loss of landing sites, higher insurance premiums or even an inability to get insurance, and a public attitude of distrust for the safety of general aviation. Put a sign in your hangar and a placard on your instrument panel – and most important, inside your own head – **SAFETY FIRST.**

Keep the green side up

Ole

FALL ELECTIONS— JUST AROUND THE CORNER

By: Lon Danek

Yup, the Chapter will be electing its new officers and appointing a new Board of Directors in November in accordance with Chapter by-laws. Needless to say, we are all proud of the present and past leadership our group has enjoyed over the years, and almost without exception, they enjoyed what they were doing and had fun!

Now it's time to bring some new ideas to the forum and some new folks who will enjoy the challenge. With this note, we request that you, as a chapter member, let us know if you would like to participate as an officer or director. The positions of President, Vice President, Treasurer and Secretary are open for election, and members will be asked to serve on the Board of Directors. If you would like to serve in any of these positions, please contact one of the members of the Nominating Committee, Ron Palascak at (847) 658-7963, Ken Kresmery at (847)639-2177 or Lon Danek at (847)381-4286. Your participation will open new horizons in belonging to Chapter 790----**GUARANTEED!**

The Youth Corner..... A Follow-up

By: Clyde Ericson

Major Todd Ericson

Todd was probably the first high school student to be associated with Chapter 790's beginning. Right after the start of 790 he left to attend the Air Force Academy; however, he was active in going to Oskosh from the time he was four years old and grew up around EAA. People used to tell me, "Don't teach him to fly if he is planning to go into the Air Force." This advice has proven to be completely false from our point of view. Todd soloed a glider at 14, received a private glider rating at 16, soloed my Stits Playboy (which he helped me build) at 16 and received his private license at 17. When he graduated

from high school he had 450 hours and a commercial license with an instrument rating. Most of the time was in the Stits Playboy SA3B.

While at the USAFA he was on their flying team for all four years. He competed in the National Intercollegiate Flying Competition on the Regional and National levels. His junior year he won first place in the instrument and cross-country events at Nationals. The instrument event was flown with no down grades or deviations. He was also awarded the Harold S. Wood award. This award is presented each year by the General Aviation Manufacturers Assn. (GAMA) to the most outstanding collegiate student in aviation. While at the USAFA, Todd received a BS degree in aeronautical engineering. He graduated with over 1,000 hours of flying time and received the award for the top T41 pilot.

After the USAFA Todd attended pilot training (UPT) at Shepherd AFB and received the Commander's trophy for being first in his class. He took a C21 (Lear 35) assignment at Andrews AFB since no fighter assignment was available after Desert Storm. While at Andrews he quickly checked out as flight commander, flight instructor and evaluator pilot. He also attended the University of Maryland and received a Masters degree in aerospace engineering. He was scheduled to fly the C5A as his next assignment but was one of five pilots to receive a cross-flow assignment to fighters from the air mobility command. He chose the F16 because he wanted the air to air as well as air to ground role it was designed for.

Todd graduated first in his class from F16 School and received a three-year assignment to Aviano, Italy. While at Aviano Todd was promoted to two-and four-ship lead, flight commander and F16 flight instructor. He flew 39 combat missions over Kosovo, where they had no idea what kind of defense they would come up against. Most of his flights were at night with night vision goggles.

After completing his three years at Aviano he applied and was accepted to the USAF test pilot school at Edwards AFB. Before he started he was asked if he would like to be an exchange student at the Empire Test Pilot School in England. He jumped at the
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(Youth Corner Continued)

chance since it gave him the opportunity to fly many foreign aircraft that he would not have had a chance to fly at Edwards. He was also able to get some helicopter time. All in all he flew over 20 different aircraft. His final assignment was to evaluate the Denel Cheetah D2 in South Africa. His report, which he wrote with his test engineer, was awarded first place for his class; and Todd graduated first in his class at Empire.

After graduating from test pilot school in Dec. of 2001 he was assigned to F16 test at Edwards AFB. In March of 2002 he was promoted to Major and just recently was asked to be chief F16 test pilot. Todd has decided to stay in the Air Force as his career. He has nine years to go and already has over 4,000 hours. Who knows what the future holds – maybe the Space program.

Todd is a good example of a young man that grew up with a passion for flying and who was given a tremendous amount of exposure to aviation at an early age through EAA. He learned so much at Oskosh listening to men like Scott Crossfield, Yeager, Rutan, etc., and was always encouraged and supported by all of the EAA people around him. He would be the first to tell you how much EAA has contributed to his career. Shortly the Stits Playboy will be leaving for its new home in California. I'll miss the old bird that has over 800 hours on it now.

Clyde EricsonA Proud Dad

Young Eagles Rally
Our last Young Eagle Rally for 2002 is scheduled for **Saturday, October 5th**, 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. We have no more YE Rallies scheduled this year. Let's make this one the Very Best Yet!

3CK Frequency Change
On Thursday, Oct. 3rd, the CTAF Frequency at Lake In The Hills Airport (3CK) is changing to 123.05 mhz. Mark this on your chart, and on your calendar!

Know Your Fellow members – Bud Herod
Begin Part III

Editor's Note: Last month, Bud had finished rebuilding his T-Craft. His dad returned to Chicago and Bud was ready to begin his long trip home from California..

By: Bud Herod

I started out OK, but then picked out the wrong valley on the map and almost deadheaded into Mexico. The first night out I spent at a place called Blythe, Arizona sleeping with my head on the struts on one side of the plane, my body passing through the cockpit doors and my feet on the struts on the other side, because of rattlesnakes all around the ramp, and a few roaming amongst the aircraft. The next morning I got going and headed for Phoenix, Arizona. A short refueling stop and I was off to New Mexico or so I thought. WAC charts and even Sectionals don't show box canyons and that is what I had flown into just ahead of a thunderstorm nearly as big as the canyon. The pressure altitude was roughly 14,000, feet because I couldn't climb any higher, and my altimeter was showing around 8,000; with the canyon rim on my end another 400-500 feet higher. After I skirted the canyon wall with lightning bolts on my other wingtip; I got back out in the middle of the canyon and figured out that now I was really lost. Lost in the US of A! I found a spot amongst the cactus and tumbleweed and landed until I could figure things out. After a little while a couple of old weathered "desert rats" came along and asked if I was all right. They didn't understand my air maps and came up with a real old road map that bordered one side of my Sectional Chart. Then we figured where we were and they gave me "driving" directions to the nearest town Kearny, Arizona, which also happened to be back at the mouth of the canyon. I (Continued on Page 8)

(Bud Herod Continued):

thanked them and got ready to leave. It was so hot and the pressure altitude so high that the little 65HP Lycoming just didn't want to fire.

After several attempts, it did run and I got airborne for a couple of miles, when the engine suddenly snapped back to idle. I checked throttle, fuel, mags, carb-heat, oil pressure and temperature and all seemed OK except the engine was just idling, and I was slowly falling out of the sky. I found that if I ran the throttle from idle to wide open continuously I could get little spurts of power and climb 5 feet or maintain altitude. So I did that for a few minutes while I got my map bearings, and discovered a small grass strip on the outskirts of Kearny, that was just up the road from me. I headed there only to find the familiar washed out X at both ends of the strip. I figured what the heck, any port in a storm, saw no obstructions on the ground or in the air, did a straight in to a nice 3-point and rolled up to an old hangar still on the field. The engine was running just fine except that max R.P.M. was low idle of about 400 R.P.M. It took the head scratching of the gent that had his 172 parked in the old hangar, myself, and my good friend, Buzz the IA, who "borrowed" a carb off another 172 and the airport managers Super Cub to help us. We flew to Kearny and it took five days to figure out that the main fuel jet had dislodged from the fuel jet body and had been sucked right through the engine and spit out the exhaust with no damage to the engine! We wound up drilling out the hole in the main fuel jet body to the exact diameter of a brass 22 cal. shell casing that we found in a pile of junk. Next I just used my ball-pein hammer and a pair of long nose pliers and drove the casing into the jet body. The shell casing was too long to fit into the carburetor throat so I cut the bottom off with a hacksaw and rounded out the open end with a #2 Phillips screwdriver. Now it fit perfectly and we finished rebuilding the carb. At O-Dark-30 the next morning we reinstalled everything, buttoned up the cowl, and I gave her a quick prop to check things out and she was barking louder and stronger than I had ever remembered. The oil pressure came up right on, but the oil temperature wouldn't come up into the yellow arc as it had been doing it just kind of laid there in the lower end of the green arc. Now with a strong engine again and next to no money in my pocket I was off for home again. The canyon rim to the East of Kearny is roughly 8000 AGL (The low spot) I took

off around 0830, got to roughly 14,200 indicated and would have buried my tires in solid rock 100 feet below the rim had I continued. The next day I tried again, this time watching the night sky until a ray of sunlight hit a rock outcropping up on the rim. Then I pushed the plane out to the center of the runway by flashlight and lined her up with a streetlight, sort of in line with the runway, but about a half mile away. After propping her and getting off the ground, I realized this time, there would be no turning back, since it was so black out that I could only see a few street lights, and besides, I had to get up there to the canyon rim before it got too warm. Night temps ran about 85- 95F and daytime was normally 110-115F in the shade, and I wasn't in the shade! I made it with the rocks barely 10 feet under my wheels. From there to Springfield Mo., it was uneventful except for racing minibikes in the fog on the runway at Sunland, New Mexico, where I was weathered in for 2 days. In Odessa, Texas, on a Sunday afternoon, the fuel line split from the gascolator to the carb. I wrapped it up with a half inch of electrical tape so they would let me move the plane.

Just after getting into Missouri, I happened to get another rough engine and landed at another small strip shown on my sectional, but with grass growing up through the runway and no visible Xs. I taxied up to the office and buildings and scared some old guy half out of his wits. This had been an airport until about a year ago, and it was now a boat marina! There wasn't any water around for miles. The engine problem turned out to be a cracked porcelain on one plug, a plug lead that popped off another plug, and the mags were very slowly filling up with oil. I (Bud thought back to the previous owner saying he had gone all through the engine. I wondered with what... a feather duster to keep the cowl clean?? The mags had air vents in the bottom of them so I poured about four ounces of avgas through them, cleaned up the distributor drums, and reassembled the mags right on the engine so I didn't have to retime the engine. The broken plug was another problem. The marina sure didn't have any aircraft sparkplugs or did they? I found out by stare and compare, and a screw gage, that a no-name 2 cycle plug that worked in an old 25hp Johnson "Greenhead" outboard was nearly a perfect match for the unshielded Champion 4 cycle plugs in my Lycoming. I had to change the gap on the 2 cycle plug and put a different nut on to hold my
(Continued on Page 9)

(Bud Herod Continued):

plug lead, but when I fired up there was no change in the R.P.M. drop between mags and I was off flying again!

Don't miss next month's edition for the final exciting chapter of Bud's flight home...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

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.

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.

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**

.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**

IMPORTANT!!!!
OUR NEXT MEETING ON TUESDAY, SEPT. 24TH IS DEDICATED ENTIRELY TO THE CHAPTER 790 AUCTION!

This is a great opportunity to have lots of fun and make a few bucks for the chapter too. Of course, we can't have an auction, without objects to sell. Bake a cake or some brownies, dig out those old tools you have not used in years, and don't forget those new parts you bought for your airplane that you never got around to installing! Were you saving that old vacuum cleaner to give to "Good Will"? Bring that too!

The September Auction meeting will be held at "Barrington Banquets" barn on Kelsey Road, just tow driveways North of Northwest Highway, (Hwy 14). And just across the street from the "Kelsey Road House". Meeting begins at 7:00. We'll see you there!

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.