

Winds Aloft



P.O. Box 1206 Barrington, IL 60011

www.eaa790.org

June's Young Eagles Rally

Our Young Eagles chairman, Dwight Zeller, reports that 55 Young Eagles were flown on June 26! The Young Eagle pilots who flew at the rally were Aaron Atkins, John Cosmos, Lon Danek, Dana Holladay, Rich Oleszczuk, Ole Sindberg, and Bob Skalany. Dwight also said that we had very strong ground support, which helped get the kids efficiently signed up and safely to and from the aircraft. Both Jay Friddell and Barbara Wilson were chained to the sign-up workstation indoors



until Abbie finally released Barbara for a ride in a 152 and Jay managed to find a key to his padlock about twelve-thirty. Ron Liebmann and Dwight took turns as ramp-masters and all-round good guys. *(Photos by Jay Friddell)*



Read Dwight Zeller's account of one Young Eagle's experience on page 4

JULY 2004

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OSH – Done Up the Chapter 790 Way

by Ron Liebmann



It won't be long now and the Ambassadors will be called to service once again. Each and every one of us can be very proud to serve EAA as Ambassadors. As the years go by more and more AirVenture guests learn who we are as we provide a very important service to them. Not only are we excellent information providers but our CARTS program is considered an overwhelming success as we provide a very needed service to elderly, temporarily handicapped or just overburdened folks in need.

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EAA Chapter 790 Newsletter





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From Dana.....

by Dana Holladay



Hey! Hey! Hey! It's Oshkosh time!!!

That's right! It's hard to believe, but July is finally here and Airventure 2004 is just around the corner. Preparations

are just about complete and Ron Liebmann and I need your help! If you plan to volunteer with the CARTS program or Kidventure and you have not notified Ron or me, time is running out. Ron and I will have sign-up sheets at this month's meeting and it is imperative that you sign up so we can plan our coverage. If you are helping with Kidventure, you may sign up online by logging onto www.airventure.org and scrolling to the bottom of the home page and clicking on "Volunteers". Scroll down to Kidventure and click on "Online Sign-Up" and fill in the fields. This will be forwarded right to my computer! As usual, don't miss this month's meeting for all the last-minute details regarding Airventure 2004!

I received some cool news in my mailbox today. I was copied on a letter sent to Mike Perkins by Brenda Anderson, EAA's Chapter Coordinator, notifying Mike and Tom LeGates that they have been selected as one of the recipients of the 2004 EAA Newsletter Editor Awards. The awards will be presented on Wednesday, July 28th at the Theater in the Woods. As you may know, Abbie and Jay Friddell received an award last year as newsletter editors, and Mike is continuing to carry the torch. Well done, Mike and Tom! All of your hard work really shows!

Finally, thanks to everyone who attended this month's Young Eagles rally when we flew 55 kids! The weather was perfect and we had plenty of planes and ground support. Dwight Zeller really has the program on cruise control, but it couldn't happen without your support. To Dwight and everyone who helped, my sincere thanks! My hat goes off to all of you! I'm looking forward to the next rally which will be held at Poplar Grove airport in just a few weeks. See you at the meeting!

Dana

WINDS ALOFT JULY 2004



REMEMBER ----- JULY MEETING IS ONE WEEK EARLIER!

Don't forget, AirVenture 2004 begins on Tuesday July 27th and runs through Monday, August 2nd. So-o- o - o, EAA Chapter 790's July meeting will be on Tuesday, July 20th.

If you are planning to volunteer with Chapter 790 at AirVenture 2004, then it is extremely important to attend the July meeting. This will be the final briefing. Members who will be volunteering for the full week 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 and more info on meals being planned.

From the Board Meeting

Rob Strickland was voted as co-secretary of Chapter 790. He will share the chapter secretary's position with Nancy Blazyk.

The rest of the meeting was occupied by hanger talk and plans for AirVenture; the AirVenture plans are found elsewhere in the newsletter. The hanger talk? Well, you have to come to the board meetings for that. Anyone and everyone is welcome.

Point to Ponder

As we discuss aviation milestones, you might want to keep in mind that the first civilian-funded flight into space was a home-built aircraft, SpaceShipOne.



The Safety Corner

by Mike Perkins



Is That Ice in Your Throat?

At our last meeting, I discussed a few safety issues. One reminder was the use of carburetor heat as a preventative measure against carb ice. A little ice in the carburetor isn't a big problem unless you're on short final with 500 feet of air between your wheels and the flora and fauna. High humidity is the primary cause of carb ice and here's why. Let's look at humidity for one second. We're all used to the term "relative humidity," meaning the percentage of saturation of the air with water.

But as you know, relative humidity is *relative* - its temperature dependent - the air at a given temperature can only hold so much moisture before condensation occurs. But how much condensation appears on an object chilled to a given temperature (i.e. a flat plate or carb throat) depends on the total mass of water in the air, not the relative humidity. The warmer it is, the more water can be held in the air before condensation of that moisture occurs. Therefore, the formation of ice in a carburetor is significantly based on total water content of the air, not on the relative humidity. In other words, it takes a certain *mass* of water over time to accumulate into a *mass* of ice in your carburetor. Therefore, warmer temperatures, holding more moisture, are more likely to cause appreciable ice to form. The classic explanation "carb throat temperature drop" is still a factor, the 50 degree drop from say 80 degrees OAT to 30 degrees throat. Which is more likely for carb ice formation? An 80-degree day with scattered cloud bases at 6500 feet, or an 80-degree day where it feels like a rainforest on the ramp?

Your run-up should include a check for carb heat. Recommended carb ice procedures should always be used, but keep water *mass* in mind as a factor.

Also, as someone mentioned during my safety briefing in June, the application of carb heat when there

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About Kevin – A Young Eagle Story

by Dwight Zeller



He's a soft spoken young man, not shy, just kind of quiet. Kevin likes baseball and from what I gather, he's pretty good at it, playing constantly during the school year and in a summer league. He had a game last Saturday morning, but as much as he likes baseball, he decided not to attend.

Now to my mind he had a pretty good reason. You see, the other things that excite Kevin are airplanes and flying. He's read about it, studied it, and attended air shows but has never had a chance to fly – until last Saturday. He found out about Young Eagles from the web site, which his mom found out about when the family attended the Lake-in-the-Hills airshow last year.

Kevin's mom was nervous about his flying. Although she herself travels on business as a commercial passenger, it makes her uncomfortable and light aircraft flight is something she has never experienced. But she took the time to research the Young Eagles Program and spent time with me on the phone discussing her concerns, and nervous or not she was willing to support her son's dream.

When I talked with Kevin as part of the flight safety orientation, it soon became apparent that he was well prepared for his flight, without much help from me. We walked out to the plane and Kevin strapped in to the right front seat with a grin that could be easily seen from a dozen feet away, mom snapping pictures all the while. Twenty minutes later when he returned, Mom and I met the plane, and if possible, the grin was even larger.

Afterwards we talked about learning to fly, the Civil Air Patrol, and the EAA Aviation Foundation's youth programs. It wasn't just a ride - not to Kevin anyway.

Dwight

(The Safety Corner continued from page 4)

is already carb ice in the throat can cause ice to melt, forming water, which is ingested by the engine. This can cause a loss of power and and/or engine miss. It can take several minutes for carb ice to melt away after the carb heat is turned on, and short final is a really bad place to find this out. Applying carb heat after passing the threshold reduces your chances of making the runway should there be a power loss. So if your intent is to use carb heat for landing, my recommendation is to apply it when you're on downwind *before* you're abeam the threshold. This way the factors are in your favor for a precautionary short-cut of the landing pattern or a dead stick landing should the engine falter.

F-16s Up Close and Personal

My safety briefing also included a discussion of TFRs. The TSA tells us they are here to stay, like them or not. Regardless, news reports every week indicate that these little buggers are destined to cause several pilots extreme consternation. At the last meeting, there was an amazingly-small show of hands of those pilots among us who check for TFRs prior to every flight. I was happy with the honesty, but concerned about the raw statistics.

Imagine yourself heading out to 3CK at 6 AM for a little takeoff and landing practice or a breakfast flight to Morris with a friend. At that time of day, there would normally be little or nothing going on, no big clues to give away the fact that everyone else knows there's a TFR hanging over ORD because Bush is in Chicago. And there you are, enjoying the pattern all to yourself, when an F-16 whizzes by, armed with aerial torpedoes meant for you and your kind. Or imagine yourself heading out on a cross country to a little airport in southwest Wisconsin only to find out on interrogation that John Kerry was stumping in Madison that day and you broke through the curtain of an invisible TFR.



Check for TFRs, folks. 1-800-WX-BRIEF. Or www.eaa.org. They're free. Or get with www.aopa.org if you're an AOPA member. The

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(OSH the 790 Way continued from page 1)

The mass aircraft arrival information as of publication is:

Sunday, July 25

1100	Comanche Flight	25-30 aircraft
1500	Bonanzas	80 aircraft
1640	Mooneys	50 aircraft

Monday, July 26

1100	Stinsons	25-30 aircraft
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(Aircraft count is approximate at this time.)

I will be leaving AirVenture on Thursday morning for a family trip to California so it will be up to the rest of you to carry on the responsibilities. Each and every one of you can do the job of the Chairman as



CARTS ready to roll

well as anyone. Before I leave, the CARTS will be up and running in full so the only thing to do will be to drive safely and have fun serving our guests. Call me with any questions. I'll see you all at the meeting on the 20th of July.

Ron

More Details - Chapter 790 at Oshkosh

Here we go! We're in the last two weeks of preparation, and it's all going to whiz by, so pay attention:

See Ron Liebmann for week-long wristbands at OSH. This year, only those working an entire week will get them. For those who are committing to work *less* than one entire week, Ron will hand out vouchers for daily passes. These allow you to get a daily pass for free as a volunteer, but you'll need to

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(The Safety Corner continued from page 5)

FAA has on their website graphically-displayed TFR information also, but the EAA and AOPA websites are generally better. With the presidential race in full-swing, TFRs can pop up like overnight mushrooms.

I happen to use AOPA's website for TFR information. However, half the time I forget to go online before I leave the house, so at the bustling Havana International, population one airplane, I turn into a cell-phone analog-roam guy calling flight service at 75 cents a minute, but it's worth every penny to me. When I even think about shortcutting the TFR briefing to save the time of calling them, I just imagine F-16s. That gets me dialing flight service really quick. The key phrase in flying is, "Don't do anything that will get you on the evening news." 1-800-WX-BRIEF.

Are You Current?

Check your wallets and purses everyone. Check your logbooks, too. Look for some dates. Do you have a current BFR? Is your medical certificate current? Do you possess recent flight qualifications to act as pilot-in-command to take those passengers with you? Is your aircraft's annual current, even your rental?

That covers the paperwork side of things. But also, do we all have enough recent "real" experience to handle something unexpected? Say you're on final at Lake-in-the-Hills flying something weighing 1700 pounds and get behind that Citation that comes and goes. Are you ready for some wake turbulence as you begin to flare? Have you practiced steep turns and approach stalls lately? How did you do on your last few crosswind landings? Is your pattern just a little sloppy? What will you do if your engine quits over Elgin 1000 feet AGL? When was the last time you looked around, did some clearing turns, and practiced what you were taught in your first 30 hours? It's still as much fun as it was back then. Is being airworthy paperwork or proficiency? I think both.

Mike

(OSH the 790 Way continued from page 5)

go through the admissions process to get a daily wristband. If you're volunteering for anything but have not registered on Ron's sign-up sheet, contact him as soon as possible so he can make arrangements for your admission. Pop-up volunteers are welcome, but Ron said that he appreciates advance visibility if possible.

Call Ron for 790 campsite arrangements, campsite passes, work assignments for CARTS, and work assignments for Ambassadors on his cell phone—847-997-0801.

Breakfast and dinner will be available at the 790



Dinner is served

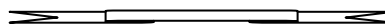
campsite from Monday, July 26, through Sunday, August 1 except for the evening of Swinefest. The cost varies from \$3 - \$5 per meal, depending on what Ken has decided to throw on the barbie, but *try* to beat those prices near the flight-line!

The Big Tent will be set up throughout the fly-in.



The 790 Hilton

Contact Ken Kresmary for your "reservation." There is sleeping space for eight – 10 people. The tent has air mattresses for everyone it can hold, but you'll want to top off with your own sleeping bag.



Wilson's Cozy Workshop Visit August 21

Barbara and Jeff Wilson will host a Cozy workshop visit at their home in Carpentersville on August 21 from 2 to 5 PM. The progress they're making on the Cozy has been a well-kept secret, only to be revealed at the workshop visit. Jeff is also designing from scratch an EFIS that will be incorporated into the panel. Jeff is an engineer for a company designing and building GPS and display systems for various customers, and he is incorporating his expertise in this custom dual EFIS. We guess that means Jeff will eventually be able to snooze in the right seat when he and Barbara go places while she acts as PIC.



Clip and Save

Barb and Jeff Wilson's Home Workshop Visit

Saturday, August 21st, 2pm to 5pm
6103 Dunroven Lakes Court
Carpentersville, IL 60110
847-426-7206
jeffw@jbwilco.com

From I-90:

- Take Randall-Road North Exit (west of the Fox River).
- Follow to Miller Road and turn right. (Menards on NW Corner of Intersection).
- Go Straight-through Light at Huntley Road
- Turn left onto Dunroven Lakes Road
- Make an immediate right onto Dunroven Lakes Court.

Member News

Blown in from the Winds Aloft

A full-featured Wings Weekend will be held at DeKalb Airport Sept 24 - 25 (Friday and Saturday). More information will come to us from Jay and Abbie as the date gets closer.

Ron Palascak's Acro Sport should be ready for covering this winter. Folks, I think it's about time for a home workshop visit to Ron's house this fall, don't you?

Herb Gottelt will have surgery for a benign tumor pressing on his optic nerve on July 15. Herb flies a beautiful and meticulously-crafted Kitfox powered by a Rotax 914. We wish Herb a speedy recovery back to flight status. In the meantime, please keep Herb and his wife Heidi in your thoughts and prayers.

Ron Liebmann should be flying his Kitfox again in a few weeks. After a winter in warm storage and his usual TLC, he'll be towing it on its own wheels by tow bar from the chapter workshop to Schaumburg Airport real soon, all spiffed and shined.

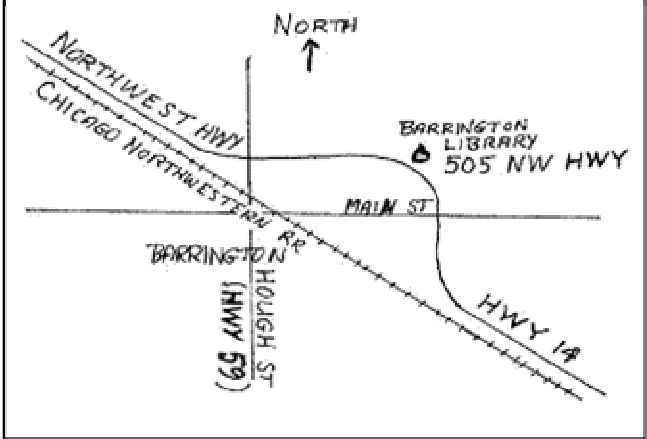
Ole Sindberg has been asked to fly another builder's Prescott Pusher on a ferry flight from Portland, Oregon to San Antonio July 10. The aircraft is an early Prescott prototype and is not modified as highly as Ole's Prescott, but it has flown before. If there were no stops, Ole says the no-wind flight plan would be over nine hours. Maybe we can hear Ole's story about the flight at our July meeting.

Our chapter has been selected as one of the five top EAA newsletters. Mike Perkins and Tom LeGates will receive the EAA newsletter award, which will be handed out July 28 at Theater in the Woods. We will learn which place our newsletter took at the ceremony. Mike and Tom would like to thank all the members who have generously contributed to the newsletter with articles, photos, and newsworthy deeds. It takes a great chapter with a lot of activity to generate enough excitement and news to place among the top five. The newsletter team realizes they are merely following closely in the tradi-

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DIRECTIONS, ETC

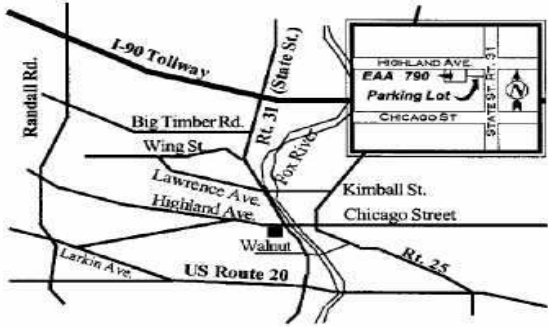
Regular Chapter meetings are held on the fourth Tuesday evening of each month (except July) at the Barrington Public Library. Meetings begin at 7:30, with a social "hour" preceding. The Library is located on Highway 14 between Main St./Lake Cook Rd, and Highway 59 (Hough St.) in Barrington, Illinois.



REMEMBER -- July meeting is the 20th!

EAA Chapter 790 Workshop
 The Taylorcraft restoration is well under way. The fuselage is almost ready to fabric. Now that flying weather has returned, the shop will no longer be open every Tuesday, Thursday and Saturday. Ron Liebmann intends to be at the shop at least once a week to keep things moving, so be sure to check with him if you are interested in working on the T'craft. Ron's home number is 847-352-8282, or try the workshop at 847-608-0001. The workshop will return to a 3 day per week schedule in the fall.

**219 W Highland Ave
 Elgin, IL 60123
 847-608-0001**



Calendar of Events

July 20 (Tue)..... Pre-AirVenture Member Meeting

July 27–Aug 2.... EAA Airventure, Oshkosh

August 21 (Sat).. Home Workshop, Jeff & Barb Wilson

Aug 28 (Sat)..... Young Eagles, Poplar Grove

Aug 28 (Sat)..... Herdzina/Kresmery Picnic, Poplar Grove

Sept 11 (Sat) Rose Fly-In/Picnic (Tentative Date) *

Oct 2 (Sat)..... Young Eagles, Lake In the Hills

Oct 30 (Sat)..... Young Eagles, Lake In the Hills

** Chapter 790's runway-side Rose Fly-In is tentatively set for September 11 in South Barrington. This is a loose affair, generally running from 11 AM to about 3 PM. Fly in or drive in, and if you can buckle it in, bring a dish to pass along with your own meat to grill up. Ron Liebmann promises the charcoal grill will be red hot in plenty of time. Ron will let us know if this is a firm date as soon as he knows.*

Contact John Vlasic for information, or to make suggestions for activities, i.e.: picnics, fly-outs, museum visits, etc. Phone:(847)524-1857, Email: jvlasic@lunt.com

Contact Dwight Zeller for information or suggestions regarding Young Eagle Rallies. Phone: (847) 524-3973 Email: zellerd@worldnet.att.net

(Member News continued from page 7)

tion and high standards set by our previous newsletter editors. Also, one look at the many names on our second newsletter page, the *EAA Chapter 790 Staff*, says more about membership involvement than anything else. Congratulations to all of us!

On June 12, Bob O'Quinn was signed off on his BFR in a Cessna 140 (after 27 years of not flying). To celebrate, the same week he became the proud owner of a 1946 Cessna 120, N77468, based at Poplar Grove. Congratulations (twice!) Bob.



Bob Nitschneider was a guest of Ole's at June's meeting and as always, Bob would be welcomed should he wish to join our chapter as a member.

(Please let the eds know of any interesting recent activities! These might include solo's, new ratings, aircraft purchases, first flights, or any other accomplishments you would like the Chapter to know about. Thanks! Eds)

FAA Wings Program



Abbie Friddell, Master CFI, CFIII is offering an EAA Chapter 790 special discount. 3 hours Wings Program Instruction for \$75.

Phone: 847-382-4180

Email: abbienair@cs.com

Flight Reviews

BFR Special: Ole Sindberg is offering a Biennial 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. Phone: 847-426-7206.

Email: oleeva@mc.net

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 and sponsors may purchase a business card size ad for \$100 per year. Ads for shorter periods are \$10 per month

For Sale: K35 Bonanza (1/3 share) IO-470-C 250 hp, IFR GPS, dual NAV/COM/GS, A/P with altitude hold, Stormscope, Graphic Engine Monitor, Tip Tanks for bladder-busting range. Cruises serenely at 150+ knots while sipping 12 gph. Based Poplar Grove (C77). \$25K **Call: Mike Mulcahy @ 847-515-3585**

For Sale RV-6A SLIDER - 468 HRS. TT, LYC IO-320BIA-160 HP, Hartzel C/S, King avionics (KLN89B IFR GPS input to Navaid A/P, KX155-54 transceivers, KMA-24 MB, KI 206/209 CDI W/GS, KA134 audio), htd pitot, i'com, noise can h'sets, Electronics Int'l engine inst, prof'l upholstery, strobes, Slick mags, oil clr, NDH. Hangared Kenosha WI. \$67,500. **Call: Gale Lyle @ (847) 296 1736, (941) 408 0043.**



Overheard

Tower: "Delta 351, you have traffic at 10 o'clock, 6 miles."

Delta 351: "Give us another hint. We have digital watches."

(Thanks to Robert O'Quinn for this month's "Overheard." If you have your own personal stories, please feel free to send them to the newsletter editor. Anonymous submittals can be made by dropping your written story onto the newsletter editor's seat during break time at the monthly meetings or emailing them from a spoofed email address.)

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Photo Gallery

After EAA's B-17 *Aluminum Overcast* was grounded several months ago by a landing gear malfunction, the 'Wings of Eagles' organization offered the use of their bird. *Fuddy Duddy*, a B17G, will fly during AirVenture 2004, and will continue the EAA Salute To Veterans tour after that. The photos below showing *Fuddy Duddy* being readied for AirVenture were provided by Jay Friddell.



And John Cosmos provided these pics of a flying model B52. A whole 'nother way to fly!!



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 michael.perkins@rauland.com or trlegates@comcast.net. 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 Mike Perkins at 17787 Sherwood Forest Rd, Havana, IL 62644.

Get Ready For AirVenture 2004 - Members Meeting July 20 @ 7:30 p.m.

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Barrington, IL 60011
The Leader In Recreational Aviation



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