

Winds Aloft



P.O. Box 1206 Barrington, IL 60011

www.eaa790.org

Jeff and Barb's Cozy Project

by Jeff Wilson

In September of 2001, Barbara and I started construction on our Cozy MKIV plans-built aircraft. The Cozy, as it is commonly called, is a four-place Canard Aircraft that is built using the 'moldless' composite construction technique pioneered by Burt Rutan (and many California Surfers), and there are about 350+ examples currently flying. We chose this design for several reasons including:

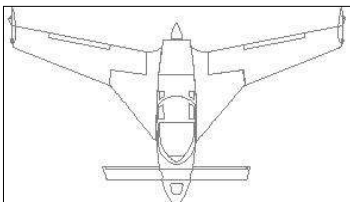
- *Ease of flying*
- *Fast and economical*
- *Benign stall characteristics*
- *Four-place seating*
- *'Pay-as-you-go' building style*
- *Tons of builder's support including a large building community*
- *1000 lbs useful load, 200mph+ Cruise, 1000nm range*
- *A large field of view (due to canard and bubble canopy)*



The Cozy is a fast aircraft, with landing speeds in the 75mph range and a fast cruise of 220mph at 75% power. On the two flights I have had in Cozys (thanks to a generous builder/pilot) I easily sustained airspeeds of 200mph at a 75% power setting on a Lycoming O-320 (a 160hp engine!)

It was also a very easy aircraft to fly (apart from the landing speed) and exhibited almost no adverse yaw due to the placement and offsets of the ailerons. The rudder pedals are mainly used in slipping, cross-wind corrections, ground-steering, and for increasing the sink-rate on landing (you can deploy both rudders at the same time since the rudder pedals operate the rudders independently). Also, due to both the Canard and Main-Wing providing lift, turbulence is easy to handle and the aircraft exhibits no turbulence-induced trim/attitude changes in most situations.

Stalls in well-designed canards, are typically a non-event. During the two flights I've had with the Cozy, I practiced flying in 'stall-mode' as part of getting used to the aircraft. In this maneuver, the pilot reduces the power-setting/airspeed to near the Canard-stall and then inputs full-aft stick (thereby inducing a canard-stall). When the canard stalls, the aircraft's nose drops, 'out of the stall' and regaining attached airflow. When the pilot pulls the full-aft stick, the canard then re-approaches the stall. This results in a gentle 'bobbing' sink-rate (depending on the power-setting), (this is why designers call canard-designs 'stall-resistant'). You can continue to fly the aircraft in the canard-stall condition in just about all flight attitudes with the exception of rotation and



which results in the canard 'flying out'. Since the pilot is still holding full-aft stall condition again and the process motion of the nose and possibly some but no other trim/attitude changes occur 'stall-resistant'. You can continue to fly the aircraft in the canard-stall condition in just about all flight attitudes with the exception of rotation and

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From Dana.....



by Dana Holladay

Greetings everyone! Now that fall is in full swing and our final Young Eagles Rally is behind us, I'd like to thank our Young Eagles

Coordinators, Dwight Zeller and Ron Palascak, and all the volunteer pilots and ground crew who helped this year. I don't know how many missions we flew, but I know there are many happy young pilots-to-be out there. Unfortunately, our last rally was cancelled due to high winds, but the good news is that Dwight and Ron are staying on as Coordinators for next year.

Also, it's time to renew your membership for the upcoming year and if you are one of the first 75 members to pay your dues, you will receive a 2005 EAA calendar. If you've not already done so, bring your dues money to the next meeting or mail it to the chapter to the attention of Lon Danek. And don't forget to bring a friend to one of the meetings and share what Chapter 790 has to offer.

At this month's general meeting, in addition to our regular program, our chapter vice president, Tom Solar, will be giving a detailed update on the Taylorcraft restoration project. I hear that the covering process should be under way shortly after the new year and that means things are progressing nicely. I encourage each of you to make the trek to Elgin to see the aircraft firsthand if you have not already done so. It looks like a brand new airplane!

Finally, our next board meeting will be held at the Schaumburg airport on the first Tuesday in December, the 7th. Some of us will be dining at Pilot Pete's prior to the meeting, so please join in on the fun if you'd like. I hope to see you there!



October Young Eagles Rally

Our October Young Eagle's rally was canceled due to high winds. We thank all of you who'd volunteered and hope you will volunteer for our first rally in spring 2005!



November 2 EAA Chapter 790 Board Meeting

Young Eagles Rally:

Last weekend - cancelled because of wind
Dwight Zeller and Ron Palascak will jointly head the committee for next year—Thanks, guys!!

Newsletter:

Deadline is Saturday, November 6th
Stories?? We can always use new material.

Membership:

We will not need to look for another meeting facility as of May, because the library referendum to expand in Barrington did not pass.

43 people signed and paid for next year. 75 calendars will be given to the first to renew their membership.

Banquet - Will be at Emmett's, again. We will try to negotiate for better prices.

Scholarship:

See proposal.

Discussion of age of recipient: 16-22 years before June 1st for flight training or required aviation education and 12-18 years before June 1st for air academy.

Scholarship Proposal with amendments as discussed carries.

Next Meeting

Raffle- Blue Skies Pilot Shop will contribute to raffle. They will get *prominent* advertising in the next newsletter.

Discussion of promoting the restoration facility at the next general meeting. We need help on the Taylorcraft. Facility will be open Saturdays, Tuesdays and Thursdays.

Possible program for November general meeting - History of Midway

December 7th board meeting somewhere with heat?

Nancy Blazyk
Secretary



(Cozy Continued from page 1)

touch-down, since you don't want the nose-wheel to be slammed to the pavement during a canard-stall. In fact, you can descend, maintain altitude, or climb while in the canard-stall using power-settings alone, all the while maintaining full aft stick!

For a more detailed report on the Cozy's flying qualities, you can visit the CAFÉ Foundation's Website at: <http://www.cafefoundation.org/aprs/Cozy%20IV%20APR.pdf>

Parking for the Cozy is a little odd, due to the CG and placement of the landing gear, which requires that the nose gear be retracted while parked to avoid the aircraft falling back on its propeller or main wing. This is commonly called the 'grazing' position, and is a distinctive feature of the Burt Rutan-inspired canards. It also adds stability while parked and makes the design more gust-resistant (while parked) than conventional designs. The nose of the Cozy has a 'hockey-puck' bumper that it rests on while parked, and the bumper also serves as a sacrificial surface during 'nose-gear-up' landings.

A fellow Cozy Builder at Oshkosh related a little sheepishly that he had recently had a 'nose-gear-up' landing at a controlled airport (he forgot to lower the nose gear when approaching the airport). He discovered the mistake after the mains touched and the nose started to drop as the airspeed bled off. When the nose bumper touched the runway, the airplane came to a very quick stop! Since he was now blocking an active runway, he notified the tower that he had had a 'gear-up' landing. The exchange went a little like this:

Cozy Nxxx: *Lubbock Tower, Experimental xxx. I've have had a gear-up Landing on 22.*

Lubbock Tower: *Experimental xxx, Do you need assistance?*

Cozy Nxxx: *I'm checking now and will notify you in a moment.*

The Cozy pilot, quickly climbed out of the plane and examined the bumper area where he finds the bumper mostly gone, but only minor paint scrapes to the fiberglass. He then climbs back in and raises the nose (by lowering the nose-gear), which comes up with no problem. Meanwhile the tower is getting the fire-crew and ambulance teams ready and has shut-down the active runway. The exchange with the tower now continues:

Cozy Nxxx: *Lubbock Tower, Experimental xxx. Ready to taxi.*

Lubbock Tower: *Experimental xxx, Didn't you just have a gear-up?*

Cozy Nxxx: *Yes, but I've lowered the gear now and I'm ready to taxi.*

Lubbock Tower: *Experimental xxx, please confirm that you are the aircraft that had the gear-up landing.*

Cozy Nxxx: *Yes, I had the gear-up landing, but the damage was minimal.*

Lubbock Tower: *And you're ready to taxi?*

Cozy Nxxx: *Yes, I'm ready to taxi.*

Lubbock Tower: *Take first exit, taxi to ramp and wait for FAA personnel.*

(Continued on page 6)

True Confessions - Radio Days

This September I was flying to an airport 30 minutes from my home field to give some friends a ride. We operate on 122.8 at home base, and my destination was 122.9. I set both these frequencies in the comm, activated the 122.8 frequency for my departure, announced my intentions in the blind, and took off. Ten miles from my destination airport, I changed to the standby frequency, gave regular position reports, and landed. I gave two sets of passengers their rides while making regular position reports. The radio was very quiet for such a nice day, and I thought it odd that several airplanes landed without making any position reports. I checked that point nine was still the active frequency. We had lunch at a local restaurant, and when I got back, I checked to make sure I still had a comm antenna attached to my airplane, made sure the radio was seated properly in the rack, and that my headphones were properly plugged in. Halfway home, I activated the standby frequency, which was still set to 122.8. It was then I noticed that my standby frequency was set to 121.9 instead of 122.9. I'd overlooked the most obvious thing, and for that I was a hazard to the other traffic at my destination.

(We all have our blind spots, and that's what this short column is all about. The editorial staff of Winds Aloft is happy to publish True Confessions anonymously. Submit them in a plain brown wrapper of some kind, such as an anonymous email address or by postal mail to Mike Perkins.) ☐

Letters

Youth Corner



How's it going? School is going great (okay..so maybe I can't wait to graduate in May!). I finished my CFII a few weeks ago which means I am finally done flight training! I have my first student this semester too. (I was hired on as a CFI with UND this fall). My student had his first solo on 9-21...I was so nervous! We get to go in the control tower and listen to them. The ATC people here are great - the first solo students call themselves "green" so the controllers know to watch out for them (Ex: N252ND is Green 52). Anyways, now we're working on cross country ops. He has his solo cross country coming up and then its check ride time! Next semester I get two more private students and an instrument student. I also get to take a CRJ class next semester - I'm taking the systems class right now (ugh) and UND has a CRJ-200 sim we fly for 4 weeks. Should be fun and a great experience. I put my paperwork in for ATC in August...I'm hoping to get hired over the summer some time. I asked for the Great Lakes region so hopefully I won't be too far from Chicago! I'm also a teaching assistant for a few of the ATC classes here. Well, tell Ron, Dana, and everyone else that Katie and I say hi!

~Chrissy~

IT'S DUES TIME AGAIN!

The new year is fast approaching. It's time to pay your dues, so you don't miss out on any of the Chapter fun in 2005!

Dues are staying the same as last year:

\$25.00/year for single or family membership

\$20.00/year out of state (U.S. mail)

\$10.00/year out of state (Email)

\$10.00/year for students

As in previous years, we will provide FREE 2005 EAA calendars for those who renew early. The first 75 regular membership renewals at a membership meeting will receive the calendars. Calendars will be available at the November meeting. You may, of course, renew at any time via U.S. mail. (Sorry no calendars for student or out-of-state renewals either.)

Whether renewing in person at a meeting or via U.S. mail, please include the form on page 10. Filled out completely, it allows us to keep our Chapter records up-to-date and expedite delivery of your Newsletter each month.

THANKS

New Private!

Hi Mike and Tom,

Here is Kelly's photo from her Private Pilot check ride on Sunday, November 31st, Halloween! She got a treat with no tricks (almost!) She was on left base and cleared for landing on Runway 33 at DuPage when a lost pilot out of Schaumburg (not communicating with DPA Tower) came right at her and she had to take evasive action. She got lots of kudos from the examiner, Leslie Henninger, DPE, for passing her ride with flying colors! Kelly is on the right of the photo (closest to the prop). Another 790 success story!



~Abbie~

From Brenda at the Home Office

EAA's Insurance Program has expanded with the addition of insurance for students and renters. This non-owner insurance plan is Sport Pilot-ready. In addition EAA, and Falcon Insurance have developed an outstanding insurance plan for all types of aircraft including expanded coverage, service and great pricing for members. Call today for a free quote at 866-647-4322 or visit www.eaa.org. EAA membership also includes preferred rates on other lines of personal insurance.

With the new Sport Pilot movement, EAA's technical team is the leader in helping all aviators understand what the new ruling means and how it helps reduce the traditional time and cost barriers associated with training and aircraft ownership. We have a special brochure series that answers many of the questions members have on this topic. If you'd like to receive this information or have a question on Sport Pilot, please don't hesitate to give us a call or visit the website at www.sportpilot.org.

~Brenda Anderson~

(Cozy Continued from page 4)

The hapless Cozy pilot then spent the rest of the day explaining that it really was not that big a deal, and that the airplane's bumper was designed as sacrificial material for just this situation. (In fact, one of the emergency procedures in the POH for stopping quickly is to lower the nose!) It took another two weeks to convince the local district office (after several consultations with the designer of the aircraft, Nat Puffer) that this was the case, and the issue was finally dropped.

Barbara and I are now in our third year of building (it will probably take us around seven to ten years to complete), and we now have a boat-size fuselage. The construction relies on foam-shaping, and fiberglass cloth lay-ups (on top of the foam surface), to produce the various bulkheads, fuselage-sides and flying surfaces of the Cozy. The Cozy-plans start with the bulkhead lay-ups (flat pieces that are easy to layout) to get the builder used to composite building techniques, and then moves onto the fuselage-sides, fuselage-bottom and outside lay-ups. Next comes the canard (to get the builder used to hot-wire foam cutting) and then finally the main-wings. The plans are very self-explanatory and where there is some confusion, there is a lot of builder-support on the web for just about every build-related issue you could think of. So far, I have only encountered a couple of small problems that I easily corrected from suggestions I found on various builders' websites.

Tools used for composite building are simple and easy to obtain. Your main tools are scissors and rotary-cutters (to cut the fiberglass cloth), hack-saws and hack-saw blades (to cut cured fiberglass), drills, and sanding blocks. You will also need disposable cups and tongue-depressors for mixing epoxy and disposable paint-brushes for stippling epoxy onto the fiberglass cloth. Nice to have tools are an epoxy-pump (for large lay-ups), a band-saw, and a pad-sander (you do a lot of finish sanding!)

So far we have about \$500 invested in the Cozy plans, about \$1,200 in the various materials (this will get you to the boat-stage that we are currently at), and about \$600 in tools. Not quite as cheap to build as an ultralight, but not bad overall!

Barbara and I have enjoyed building our Cozy so far, and have found a great camaraderie among other Cozy builders. We can't wait to finish our project and look forward to the day when we can fly our Cozy and give Young-Eagle rides to young people in our 'funny-looking' aircraft.

More Information:

Our Builder Website:

<http://www.jbwilco.com/Cozyweb>

Cozy Aircraft's Website:

<http://www.cozyaircraft.com>

Cozy Builder's Support Website



Last Meeting

At our October two-part meeting, we saw Bernie from Chapter 89 give a presentation on his very modern, updated panel for his well-flown Thorp T-18. Having been flying for decades now, this is Bernie's third instrument panel, and for this one he even built a little test panel to operate the instrument panel from his workbench.



Then Don Jenerick showed a video and spoke about his recent visit to the Old Rhinebeck Aerodrome in upstate New York. It was interesting to note that most of the aircraft there are not replicas but restored original aircraft, and fly every summer weekend from the tree-saddled runway. We want to thank both Bernie and Don for their informative presentations.



Overheard

Taxiing down the tarmac, a DC-10 abruptly stopped, turned around and returned to the gate. After an hour-long wait, it finally took off. A concerned passenger asked the flight attendant, "What, exactly, was the problem?"

"The pilot was bothered by a noise he heard in the engine," explained the flight attendant. "It took us a while to find a new pilot."

**EAA CHAPTER 790
SCHOLARSHIP APPLICATION**

FULL NAME (PRINT): _____
EAA MEMBERSHIP #: _____
ADDRESS: _____

WORK/SCHOOL ADDRESS: _____

HOME PHONE: _____
SCHOOL PHONE: _____
WORK PHONE: _____
E-MAIL: _____

**If enrolled in a High School or a College/University Program,
you must complete this section.**

Grade Point Average _____
Based on a _____ **system (4.0, 6.0, etc.)**
GPA in Aviation classes (if appropriate) _____

GPA verification required by an advisor or faculty member:

Signature: _____
Printed Name: _____
Title: _____
Phone: _____

EACH APPLICATION FORM MUST BE ACCOMPANIED BY:

- **TWO (2) ONE-PAGE, RECOMMENDATION LETTERS**
- **A 200-300 WORD, TYPED RESUME' describing:**
 - a) **the applicant's aviation goals,**
 - b) **their volunteer history,**
 - c) **hobby or sports involvement**
 - d) **family support and/or approval,**
 - e) **financial need.**
- **A personal interview may be required.**

ELIGIBILITY: **EAA & 790 member; (EAA Air Academy ages 12-18);**
(Flight training/ Aviation Course) ages 16 –22 before June 1st, 2005

SIGNATURE OF APPLICANT _____ **DATE:** _____

Each complete application set may be submitted at the Chapter 790 meeting or mailed to:

**EAA Chapter 790
P.O. Box 1206, Barrington, IL 60011**

Applications must be postmarked by: **January 31st, 2005**

QUESTIONS? Contact - Abbie Friddell 847-382-4180, abbienair@cs.com

One of the most important duties we have as pilots is collision avoidance. The FAA requires all students to receive and log training in collision avoidance techniques prior to solo and of course they apply every time we fly, regardless of our level of certification. I have often commented that I am never satisfied with my level of vigilance for other aircraft. I cannot think of one single flight in almost 1400 hours of flying in which I honestly felt I spent as much time looking for other aircraft as I could have. There are always distractions, both inside and outside the cockpit. How many times have you spotted another aircraft after it was dangerously close to yours and commented that you could have noticed it much sooner? Personally, I have lost count.

I'd like to relay my experience with a near mid-air collision in the traffic pattern at Burlington, Wisconsin airport. I was doing pattern-work with a student about two months ago, calling crosswind, downwind, base, and final, and just prior to this incident, actually calling upwind, which I rarely announce. In a minute you will know why I made an exception on this particular day. Although I don't recall my exact position in the pattern when the other aircraft made his first call, I do remember quite vividly that his call went like this. "Burlington area traffic, Cessna XYZ, seven miles southwest to enter a right downwind for 29, Burlington." Shortly thereafter Cessna XYZ called three miles out when my student and I were turning from crosswind to downwind. You can easily understand now that I was on a heightened state of alert as it appeared we would both be arriving in the area west of the field at about the same time, and it is for this reason that after our touch and go I announced upwind for 29.

As we climbed from the runway on the upwind leg, I spotted a Cessna flying approximately the reciprocal heading to 290, but he appeared a bit wide and high in the pattern. As this aircraft disappeared over my right wing, I knew he was no factor as far as we were concerned, and focused my attention once again on our climbout. To my surprise, the bright afternoon sky instantly turned dark as a second Cessna filled my windshield, crossing just above us from left to right. He was entering the downwind at a 45 all right...the only problem was that he was entering it on a 45 that was on the runway side of the downwind leg! I had never before seen this technique for entering the pattern, and I hope I never see it again. I have had several close encounters with other aircraft, but this one was the closest yet. I estimate we missed each other by about 50 feet, and I highly doubt the other pilot ever saw us as there was no evasive maneuvering on his part whatsoever.

As I replayed my mental tape of this near miss, my first conclusion was that the first Cessna was obviously not Cessna XYZ, but I had rationalized that he was, even though he was high and wide. Besides, some pilots fly wide patterns, right? No offense, but you airline pilots are really good at this, and it certainly is not against the rules. My second conclusion was that I shouldn't let an identified aircraft take my attention away from all the other unidentified aircraft out there. But then I wondered, how could this guy even think about entering the pattern this way with me announcing everything but my favorite color while I was in the pattern. Maybe he had his radio turned down. Or maybe he saw me and didn't feel like I could climb fast enough to tag him. Or maybe he was poorly trained. Whatever the case, this much is for sure. We both were very lucky that day. I thought about landing and approaching the pilot to let him know how and why we almost collided, or better yet, offering him some free education with the hope that it might save him and perhaps someone else some day. But for some reason I just let it go, thanked my lucky stars, and returned to Westosha feeling somewhat defeated, but very much alive.

The next time you are out flying, give yourself an honest grade on your vigilance for traffic. And remember, most mid-air collisions occur in the vicinity of non-towered fields on beautiful days. When you find yourself flying under these conditions, step it up a bit. And watch out for the knuckleheads! 'Cuz they're not watching out for you!



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: 847-639-5408.

Email: Oleeva@sbcglobal.net

FAA Wings Program



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

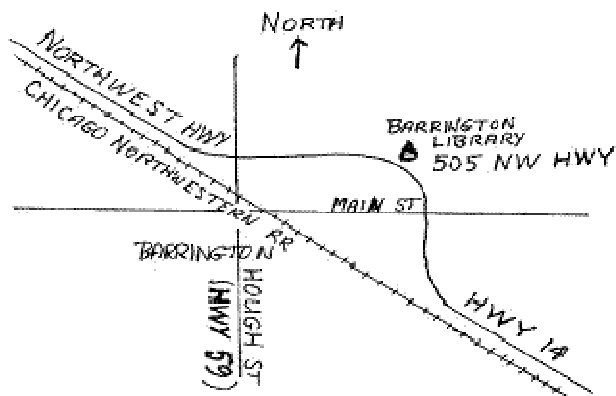
Phone: 847-382-4180

Email: abbienair@cs.com

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DIRECTIONS, ETC

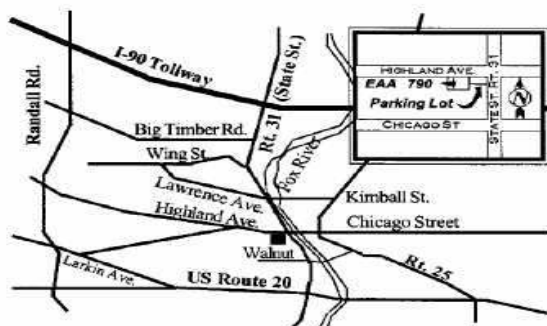
Regular Chapter meetings are held on the fourth Tuesday evening of each month (except July) at the Barrington Public Library. Meetings begin at 7:30, with a social "hour" preceding. The Library is located on Highway 14 between Main St./Lake Cook Rd, and Highway 59 (Hough St.) in Barrington, Illinois.



Elgin Workshop

The shop has returned to "winter hours" and will be open every Tuesday, Thursday and Saturday. The Taylorcraft restoration is well under way. BUT..... there's still plenty to be done. Wing restoration is the current task, and when completed the fabric will go on. If you'd like to get in on the action, call Ron Liebmann at home at 847-352-8282 or at the workshop at 847-608-0001.

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



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. IO-470-C 250 hp, IFR GPS, dual NAV/COM/GS coupled to A/P with altitude hold, Stormscope, Graphic Engine Monitor. With well instrumented and updated panel and Tip Tanks for bladder-busting range, this airplane is ideal for cross country flying. Cruises serenely at 150+ knots while sipping 12 gph. Based Poplar Grove (C77). \$69,900. **Call: Lon @ (847) 381-4286 or Tom @ (847) 462-1791**

For Rent: Located at "The Landings" (82IS) in Huntley, IL.. Large end hangar (1430 sq. ft. with storage loft), 44-ft. bi-fold electric door. 150,000-Btu heater, insulated and drywalled, fluorescent lighting, multiple 110-V outlets, 2 large windows, variable-speed fan. 3100-ft. paved runway, 100LL and MOGAS available on field, maintenance shop, aircraft wash area, VOR approach off of DPA (minimums - 580'/1nm). **Call: (847) 836-6519**

Wanted: Reliable Airport Car. In need of an "airport commuter car" capable of being good transportation for about 12,000 miles a year for a few years, will probably base at 3CK or Dacy. **Call or email Mike Perkins at (847) 324-8311 or mi-chael.perkins@rauland.com**

For Sale: RV-8 project, includes completed tail, wing kit (which includes landing light, capacitance fuel sender, and the Proprietary Software Systems angle-of-attack sensor). Asking \$7,000 or best offer. **E-mail sspangler@caa.org, or call (920) 426-4827(work), or (920) 685-5457(home).**

For Sale: Stinson L-5, 1943, Army colors. Zero time engine (Poplar Grove Airmotive rebuild incl. engine acc.), new Senenich wooden prop, new hub, wings restored and covered w/ Stits fabric, fuselage, ailerons, flaps, elevator & rudder restored/recovered in '93. New King KY97A radio and 76A XPDR, Flybuddy Loran, 2-place intercom. Based 06C, \$48,000. **Call Chuck (630) 543-2244.**

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

Pre-meeting Checklist

- ✓ Name Tags
- ✓ Raffle Items
- ✓ 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.

EAA CHAPTER 790

2005 Dues Payment

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Last Name _____ First Name _____ Spouse _____ EAA Membership Number _____

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Part of your dues payment may be used to support our Scholarship Fund

Thank you for your support

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Barrington, IL 60011**

NEXT CHAPTER MEETING

Our guest speaker for the November meeting program will be Christopher Lynch, author of the recently published book "Chicago's Midway Airport-The First Seventy Five Years". Mr. Lynch spent most of his life around Midway where for six decades his family ran the Monarch Air Services FBO, being finally sold in 1997. Chris has always been fascinated with the airport's history and his collection of photos were the basis for his book. We will see a slide and video presentation, and Chris will have his book available for purchase. Anyone who has memories of Midway will find this a most interesting presentation down memory lane.

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