

# Winds Aloft



P.O. Box 1206 Barrington, IL 60011

[www.eaa790.org](http://www.eaa790.org)



DECEMBER 2005

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## Next Meeting A Holiday Celebration

Our next meeting will be Tuesday, December 27<sup>th</sup> at the Barrington Public Library. There's no speaker, but look at the fun we're going to have:

- Gift Grab Bag – Please bring a wrapped gift in the range of \$5-10 for exchange with your fellow aviators. Blue is for boys, pink is for girls, and yellow and/or green is for either. It should be a blast.
- Bring a dish to pass. (I don't know why we always say bring a dish to pass because we sit them on tables. So ok, bring a dish to sit on a table.) Anything from appetizers to desserts to everything in between works fine.
- Plenty of hangar stories, handshakes, and flying tales, as always.



Rob "Santa Claus" Strickland at our 2004 Holiday meeting.  
(Photo Jay Friddell)

## Flying VFR at Night in Winter

by Raj Upadhyaya



This story is an account of a flight I had to Northern Wisconsin to pick up Jill's mom Jane for Thanksgiving. It is written to talk about the decisions we make as pilots and the thought processes that go into each decision about winter flying and night flying. It is written from the context of a VFR pilot with approximately 250 hours of experience.

Thursday, November 17<sup>th</sup>, 2005. It was a very beautiful flying day, and I was scheduled to pick up Jill's mom tomorrow, Friday morning. I was looking forward to a long cross country flight to pick her up in Northern Wisconsin, so we could celebrate Thanksgiving down here with my family.

I looked out the window and I felt that this day would be better than the unknown weather of Friday for the trip. I checked the weather on DUATS several times that morning to be sure I could fly the whole trip from DuPage (DPA) to Burnett County Airport at Siren, Wisconsin (RZN) VFR. Every station along the route was currently reporting 10 miles visibility.

I finished up at work and headed to the airport, looking forward to the flight. The night before I did my flight

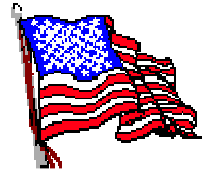
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# EAA Chapter 790 Newsletter





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## From Dana....

by Dana Holladay

**H**appy Holidays, everyone! This month's meeting will be held on the 27th, which is the Tuesday after Christmas. We will have our annual Christmas party with little or no formal meeting, unless there is something urgent to cover. So bring yourself and a guest and a goody or two to pass around and we should have a really good time!

I was lucky enough recently to be tasked with ferrying a 1968 Cessna 150 from Orange County, New York to Camp Lake airport north of Fox Lake. You'd be surprised how many people have asked what on earth I would want to do that for! If you have to ask

that question, you really don't understand my need to fly low and slow as much as possible. One of my students tagged along for the experience and I think he learned a thing or two about pilotage, as we had a receiver-only radio and no transponder!

The flight consisted of a series of one and a half to two-hour hops. We put 9.7 hours on the plane flying approximately 730 nautical miles. I budgeted two full days and had a third available if we needed it, but we had VFR weather the whole way home and although it was very cold for the last 2 hours of the mission, we had a lot of fun and saw quite a bit of the eastern third of the country. I will probably be flying this plane to its new home in Orlando in the next couple of weeks and will submit an article on both trips in the near future, so stay tuned. Hope to see you at the Christmas party!



### December 6 EAA Chapter 790 Board Meeting

**W**ell, if you weren't there, you missed an absolutely terrific time. Nancy and Larry Blazyk hosted us at their beautiful house, all lit up for Christmas. Between the hors d'oeuvres, libations, and flying stories, it was a warm, wonderful, friendly evening sporting one of the shortest business discussions on 790's record.



### Technical Aids

**GPS Nearest Button, A New Use** – I used to “press-press...enter-press-press-press” for an eternity to pull up any one of five or six airports I'm flight planning for. I finally realized my destinations often were within range of my “nearest” list. Now I just press “Nearest,” scroll down a bit, and then hit “Go To”.

**Smoke-filled Batteries** – A lot of us are carrying spare batteries in our flight bags these days. But a short across the terminals, caused by a metal writing pen or your trusty E6B, can cause a lot of smoke, and perhaps make a fire in your satchel. Harmless-looking 9-volt batteries are frequently used for self-powered ANR headsets. Because the terminals are next to each

other, they are susceptible to being shorted while rattling around. It's happened before, and your flight bag is probably the last place you're going to look for smoke. The simple cure is a strip of electrical tape stretched across the battery and over the terminals.

**“Unsafe” Clip-on Flag** – Years ago I was watching a Ryan owner turning wrenches on his Menasco engine. Clipped to various parts were red ribbons, hanging about on the ends of clothes pins. I asked what for, and he said they were to flag items that were loose or missing. One day I had my kids make some up for me. I use them frequently while I work to mark non-obvious things on my plane that are undone. It makes return-to-flight a more sure thing.





## Blown in from the Winds Aloft

**Workshop Visit on January 7** - Ole Sindberg will host in his warm, heated, cozy hanger at Lake-in-the-Hills Airport 10am Saturday, January 7 a demonstration and discussion of routine maintenance on an aircraft engine. This will include checking compression, checking ignition timing, and cleaning-gapping-checking spark plugs. Ole's engine is a Lycoming O-540, but the principles apply to all.

Directions to Ole's hanger: Enter the airport from the most-southerly of the three driveways, the one just north of the automotive body shop. Open the sliding gate by punching in #1228. Proceed straight ahead, but turn right in time to avoid running into the T-hangers. Go up the ramp incline to your right to hanger P-34. Park where the other cars are parked nearby P-34. If you get lost, call Ole on his cell at 847-826-1935.

If you have a project underway and we haven't heard from you lately, we'd really like to schedule a workshop visit at your house in February. If you would be interested please contact Glen Brisson at (847) 438-7786 or [kitfxpilot@aol.com](mailto:kitfxpilot@aol.com).

**Errata** - Shannon and Bryan Horton were misidentified in the November Young Eagle article as Shannon and Bryan Hadley.



## The Safety Corner

### Go-Arounds

by Ole Sindberg



Making a safe go-around (rejected landing) is not really all that difficult. It is a very normal maneuver - it is NOT an emergency maneuver. It is merely a transition from a landing configuration to a take off configuration. However, every so often, somebody gets it wrong and crashes. One such case may turn out to be the cause for the recent Young Eagles fatal accident. There are different accounts of what happened, but in one account I read, the airplane - a Cherokee 140 - "failed to gain altitude following a go-around".

Let's go over how a go-around should to be performed.

1. Apply full power (this includes selecting "cold" if carburetor heat was used).
2. Level the wings and rotate to a climb pitch attitude that will at least stop the descent.
3. Reduce the flap setting. (to reduce drag)
4. If the landing gear is retractable, retract the gear when a positive rate of climb is observed.
5. The target speed used for the approach is also the target speed for the initial climb. (speed in = speed out)
6. After reaching a safe altitude, accelerate and retract any remaining flaps.
7. Make any required radio call.

This is a procedure that works for almost any regular airplane; anything from a C-172 to a B-747. Check your POH for specific procedures for your airplane.

Regarding item 1: The throttle should be advanced smoothly to maximum allowable power; this should take about two seconds - snapping it to the forward stop may cause the engine to sputter or hesitate or even fail to accelerate. If the airplane is equipped with an adjustable pitch propeller max RPM should have been selected at some point prior to landing or going around.

More for item 2: If you are at the proper speed at the time of the go-around, you can rotate immediately to a normal climb attitude. If you are slow, you can limit the pitch attitude so that level flight is obtained for the few seconds it takes to accelerate to target speed.

Item 3: This is the step that is often overlooked or misunderstood. Recall what flaps do. Extending flaps creates additional lift and therefore reduces the minimum speed at which you can fly. It does this at the cost of increasing drag; not much at small flap extensions, but at whole lot of drag at full flaps. In fact, many airplanes are unable to maintain level flight (and certainly unable to climb) until the flap setting has been reduced. This is a certainty for low powered airplanes when conditions are exacerbated by high gross weight and density altitude. Even at low altitude, some airplanes (Cessna 172, PA28-140) are unable to go-around until flaps have been adjusted. Typically, reducing the flaps by one notch is sufficient; you need not worry about stalling because the thrust of the propeller will actually compensate for the loss of lift

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*(The Safety Corner: Go-Arounds Continued from page 4)*

caused by retracting the flaps partially. Remember, in a climb attitude, the propeller thrust has a vertical component.

Item 4: Don't retract the gear till the airplane is climbing - some go-arounds have been known to result in the airplane briefly contacting the runway before the climb becomes established. An extended gear causes less drag than full flaps, and some gear doors generate more drag during retraction than at any other time.

Item 5: Always have a "target speed" in mind for any landing approach. Your POH will likely specify your approach speed. It should be adjusted for wind - typically in light airplanes, adding the gust factor is appropriate. Whatever this "target speed" is, it should also be used for the go-around - even with the reduced flap setting. Attempting to accelerate to some higher speed will only reduce (or eliminate) your ability to climb.

Item 6: Once established in the climb and safely clear of obstacles, go ahead and accelerate and retract the remaining flaps. Some people preach 200 feet or even as much as 1000 feet for this step.

Item 7: Remember the basics: Fly the airplane first, and then communicate.

The first three steps should really be executed simultaneously, or at least as close to that as you can manage. Don't hesitate with either the rotation or the flap reduction. And do practice this procedure - get to the point where you can do this almost in your sleep. It could save you life.

Keep the green side up.



## True Confessions

The day was very overcast, maybe 200 feet, absolutely no good for flying. But I was driving south through the quiet country heading to the airport for some routine maintenance work. Suddenly I spied a bright light directly to my right. A C-210 eastbound at full cruise had just popped down through the thick overcast, skimming the cloud-bottoms. Another three miles west and he'd have made acquaintance with the looming coal power plant.

### **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 2006!

Dues are staying the same as last year:

**\$25.00/year for single/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 2006 EAA calendars for those who renew early. The first 50 regular membership renewals at a membership meeting will receive the calendars. 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

## In Memoriam

We were saddened to hear that Tom Knoedler passed away on December 8<sup>th</sup>. Tom was a pilot and aviation enthusiast, and had been a member of our Chapter for several years. Memorials may be made to Monarch Hospice, 1350 Remington Road, Suite S, Schaumburg, IL 60173.

Our thoughts and prayers go out to Tom's wife Elaine and her family.

*(Flying VFR At Night In Winter Continued from page 1)*

planning, and came up with the following VFR route. It would entail me flying over many airports along the way to make sure I had an 'out' if the weather turned sour. The entire route would be 295.8 nm, which is about the limit I would go in the Warrior, with full tanks figuring in reserve. My VFR planning had me go direct from DPA-MSN-DLL-VOK-EAU, landing at RZN. Here is a link to [airnav.com](http://www.airnav.com/cgi-bin/fuelroute/1/DPA-MSN-DLL-VOK-EAU-RZN) to show the route of the flight - <http://www.airnav.com/cgi-bin/fuelroute/1/DPA-MSN-DLL-VOK-EAU-RZN>.

I did my preflight of the airplane, got a briefer from WX-Brief and filed a VFR flight plan. I called line service to fuel up the plane to the top. I checked the ATIS and noted that the temp was 30 degrees, so that required an engine preheat. I called line service and got a pre-heat scheduled. It took a while for line service to get out to the plane to get the engine preheated, but after the preheat I had a great takeoff, and started my VFR navigation to the Northwest. I noted my take-off time at 3:17 PM, with an expect arrival time of 6:25 PM. This would put my arrival after civil twilight, which would be 4:32 PM. I would end up flying two hours at night. I actually wanted to leave 2 hours earlier, but due to delays in getting to the airport and pre-heat time; I got off at 3:17 PM.

The flight was going great, and I was able to get VFR



flight following from Chicago Departure. I then picked it up again from Rockford and Madison approach. I was going through all the checklists, switching tanks every 30 minutes. So far, everything was going great! After Madison, I was told that VFR flight

following was cancelled and to squawk VFR. Even though it was getting dark, I kept going VFR on my course heading of 320.

I kept going past Eau Claire, and heard and I saw a few planes landing at the airport. The weather had changed a bit, as the ceiling was now at 6,500 Overcast. The visibility was still 10 miles, so I continued along at 3,200. I had 68 miles left on my journey and felt that I was in the final stretch.

It was soon after Eau Claire that I noticed out of the corner of my eye a

bit of snow with each flash of the wing strobe. It started out as a few flakes, and became many more.

Even though I was 50 miles out, I tuned in ASOS for Siren on my radio. I clicked the test button to turn off the squelch and listened intently to



the weather. I descended to 2,500 feet to make sure I could stay below the overcast layer.

The crackle of the radio told the story to me. On my initial ASOS reception, I heard 5 miles, light snow, broken layer at 2,400. My thought was, 'Ok, it was still VFR, I could still see in front of me and I could get into Siren.' As I progressed further, the visibility kept going down.

I looked over at the flash of snowflakes off my wing. I looked at the wings with my flashlight to make sure I didn't see any ice accumulation. During my gaze at the snowflakes I veered off course and was in a slight decent and slight bank. Somewhere in the back of my head rang true the words of every instructor I have had. Fly the airplane, straight and level. Trust the instruments and keep your scan up. VFR flight at night with an overcast layer over a sparsely populated area is a lot closer to IFR because you don't have all the references you are accustomed to. You won't be able to see the

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*(Flying VFR At Night In Winter Continued from page 6)*

cloud you are about to fly into as well. I leveled the wings, got back on course, and flew basically by my instruments. I turned on the pitot tube heat for good measure.

I listened to the ASOS as it continued to state the worsening weather. I heard 3 miles, light snow, broken 2,400. Still VFR, I thought, but this wasn't getting better, it was getting worse.

Then I heard the kicker that decided my destination. Visibility was now 2 and 1/2 miles, light snow, Scattered 1,800, broken 2,400, overcast 4,800. I couldn't make it, I had to divert. In my planning I had planned Eau Claire as my last point of landing and had my runway diagram for EAU in my possession. Unfortunately, that airport was 25 nm behind me. I remembered that there were two other uncontrolled airports on my path to Siren. One was Rice Lake, and the other one was Cumberland airport. I felt I was pretty near Cumberland based on my finger on the map navigation. I pushed the nearest button on the VFR GPS and Cumberland was 080 at 3.2 miles.

I quickly sighted the runway. Cumberland has one paved runway, 9-27. I didn't know the pattern altitude, so I flew 2000 feet MSL above the runway to get oriented. I did a left pattern, announced myself to basically no one on the traffic frequency and did a really nice landing at night. It was now 6:16 PM.

I taxied off the runway, and called Jane on the cell phone. She was relieved to hear that I was on the ground as the snow was getting thicker at Siren. She told me she would drive to Cumberland and should be there in approximately 45 minutes.

I called my wife Jill to tell her I was safe on the ground. She asked me, 'Why did you fly when you knew it would be snowing?' I told her, 'I didn't expect snow, the weather changed on me'. I went back to the plane to wait for Jane. The airport facilities were shut down for the night so I stayed in the plane until Jane arrived.

What did I learn from this experience? The first lesson is always having an 'out'. Don't let the destination or the mission overrule your good judgment. The second lesson is VFR flight at night is more challeng-

ing, without the separation and other services that ATC provides. Finally, I am glad I did divert, because making it to Siren and landing might have enforced the thought that I was invincible. I felt good that I was able to navigate, aviate and communicate and I made it within 25 nm of my destination.

After the flight, I went to the web to find out the ASOS reporting stations I could find along the route during my flight. Here are a couple of tables to show how things progressed. Cumberland doesn't have an ASOS, but Rice Lake (RPD) has one and it is 10.2 nm SE of the field.

17	20:05	S 6	1.75	Light Snow	OVC008	19	16	85	30.26
17	19:45	S 5	1.75	Light Snow	OVC008	19	16	85	30.27
17	19:25	S 4	3.00	Light Snow	SCT010 BKN019 OVC031	19	14	79	30.28
17	19:05	S 3	2.50	Light Snow	SCT010 BKN014 OVC026	19	14	79	30.28
17	18:45	S 5	2.50	Light Snow	OVC014	19	14	79	30.28
17	18:25	S 5	3.00	Light Snow	OVC014	19	14	79	30.29
17	18:05	SSW 6	3.00	Light Snow	OVC014	19	14	79	30.30

**Siren ASOS for 11/17/2005 (Intended destination)**

17	18:55	SSE 5	1.50	Overcast	SCT014 BKN024 OVC038	16	10	78	30.31
17	18:35	S 5	3.00	Overcast	SCT020 BKN038 OVC047	16	10	78	30.31
17	18:15	S 5	5.00	Overcast	SCT023 BKN038 OVC070	16	10	78	30.31
17	17:55	S 5	5.00	Overcast	SCT045 SCT050 OVC070	16	9	72	30.32

**Rice Lake ASOS for 11/17/2005 (10.2 SE of Cumberland)**

17	20:15	S 9	2.00	Light Snow	OVC013	18	12	78	30.31
17	20:00	SSE 9	1.75	Light Snow	BKN013 OVC048	19	12	73	30.31
17	19:55	S 10	2.50	Light Snow	BKN015 OVC048	19	11	70	30.32
17	18:55	S 6	10.0	Overcast	OVC050	19	10	67	30.33
17	17:55	SSE 6	10.0	Overcast	OVC065	19	8	61	30.34

**Eau Claire ASOS for 11/17/2005**



Article photos by Raj Upadhyaya

# Calendar of Events

## 2005

December 27 (Tue) .....Member's Meeting and Holiday party, Barrington Library. **Bring Food!**

## 2006

January 3 (Tue) .....Board Meeting, Schaumburg Airport

January 7 (Sat) .....Routine Maintenance Workshop, Lake In The Hills (Oles's Hangar)

April 22 (Sat) .....Chapter Banquet, Emmett's

July 24 - 30 .....EAA AirVenture - Oshkosh

## Recognizing Our Members

### New Members This Month:

**David Burns**  
**Andrew Meyer**

### And Returning Member:

**Bob Oliver**

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

## 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 check-outs. Phone: (847) 639-5408.**

**Email: Oleeva@sbcglobal.net**

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## Overheard

Having just rolled out and made my way to the taxiway, I contacted ground control. The taxiways were very lengthy and one way. This would have added nearly a mile to my travel to the gas pumps which were only several hundred yards away. "Ground control, Cessna 123A at Alpha 6, can I fudge a bit and turn left to the pumps?"

After a short pause, "Cessna 123A, fudging approved."

*(Buy, Sell, Trade continued from page 9)*

**For Sale:** 1/5 share of '67 Cherokee 180 N9741J. New engine Mar '05. IFR GPS, S-Tec autopilot. Flies hands-off. Based at The Landings in Huntley. \$14,500. **Contact John Fales (847) 816-6112**

**For sale:** Magellan Skystar Plus hand held GPS, complete with carrying case, aux antenna, aux power supply and mounting bracket. A good starter GPS at a very low cost. \$100. **Call Lon Danek 847 381-4286.**

## FAA Wings Program



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

**Phone: (815) 547-9574**

**Email: abbienair@sbcglobal.net**

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

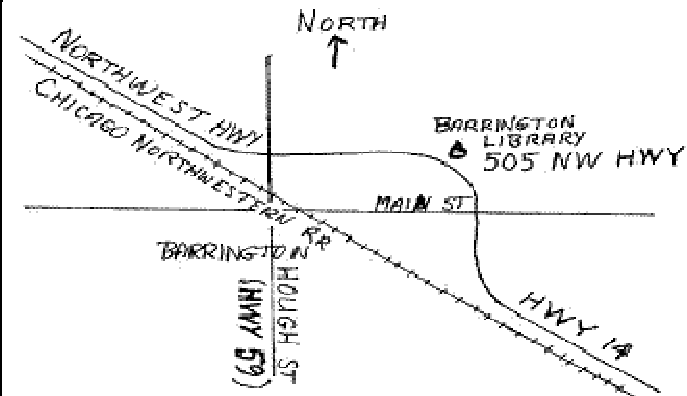
Contact Rob Skalany for information or suggestions regarding Young Eagle Rallies. **Phone: (815) 459-6027**

**Email: bbbh2o@ameritech.net**



## 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.

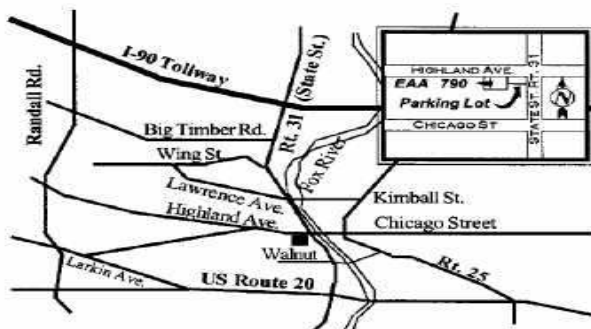


### Elgin Workshop

The shop has stayed open this Summer and Fall because we are fabricating the T-Craft now, so that we can get it thru the primer paint stage while we can have all the doors open for ventilation. We need the warmer weather to do the job right. The tail surfaces and the ailerons are thru the rib stitch stage and the fuselage is being stitched now.

Workshop days will be Tue, Thu & Sat unless the weather is nice for flying. I still want to enjoy my Kitfox in the warm weather too. Call my house or cell to check if the shop will be manned on any particular day. Or better yet, call the shop directly at 847-608-0001. My home number is: 847-352-8282. Cell #: 847-997-0801. ~Ron Liebmann~

219 W Highland Ave  
Elgin, IL 60123



### 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:** RV-6 tail kit and wing kit with plans and instruction book. \$4400 invested, yours for only \$2000. **Contact Steve Flattum (815) 765-1849.**

**For Sale or Rent:** Portable paint booth exhaust system on wheels. Explosion-proof motor and lights, flexible ducting, great for hanger or garage. \$300 or rent for a small fee. **Contact Steve Flattum (815) 765-1849.**

**For Sale:** Aircraft sheet aluminum from small pieces to 12 ft long, thickness from .032 to .064, 50% off. **Contact Steve Flattum (815) 765-1849.**

**For Rent:** Poplar Grove, 50x50 shared, heated, well-lighted hangar, bifold electric door. For homebuilt, single, light twin or storage. **Call Lon Danek (847) 381-4286.**

**For Sale:** Bowers Fly Baby, Continental A65, Fuel (80-87/100LL) 11.9 gal, 3.5gph. Wingspan 26', Length 18'10". Hangared at Poplar Grove. Price \$16,500 or best offer. Empty Weight 686 lbs, Gross Weight 1,000 lbs. It looks



and flies beautifully – no disappointments! **Contact : Wally Ruppert (owner) (262) 348-0279.**

**Hangars For Rent:** "The Landings" Huntley IL 3/4 mile North I-90 near Rt. 47. Three hangars, 44' wide, vertical lift door. Monthly or long term. \$295/month. Aviation fuel, A&P, IA available. **Contact Gary Grimmonpre's pager (847) 753-3699.**

**For Sale:** At Poplar Grove Airport. - 1 year old end T hangar with loft and full bath overlooking runways; 1968 Cessna 150 w/3800 TT, 530 SMOH. \$105,000 for all. **Call Ken Rentmeester (847) 372-9374.**



**For Sale:** Bargain price for Sitka spruce wing or tail spar material, 7/8"x10"x18.' Have 4 available. Also can be used for stringers or other structural uses. **Contact Lon Danek @ 847 381-4286.**

*(Continued on page 8)*

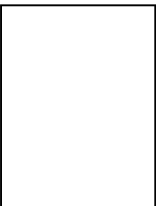
## Pre-meeting Checklist

- ✓ Name Tags
- ✓ 2006 Dues
- ✓ A Dish To Share
- ✓ A Grab Bag Gift
- ✓ Article(s) For The Newsletter

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](mailto:michael.perkins@rauland.com) or [trlegates@comcast.net](mailto: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		2006 Dues Payment		Please Print	
Last Name _____	First Name _____	Spouse _____	EAA Membership Number _____		
Street Address _____		City _____	State _____	Zip _____	
Home Phone _____	Work/Cell Phone _____	Email Address _____	Own Acft/Project Y/N _____	Model or Type _____	
<p><b>I would like to receive the newsletter by U.S. Mail _____ Email _____ (Check One)</b>  <b>Dues for 2006    <input type="checkbox"/> \$25.00 Family/Individual    <input type="checkbox"/> \$20 Out of State (U.S. Mail)    <input type="checkbox"/> \$10.00 Student</b>  <input type="checkbox"/> \$10 Out of state (Email)</p>					
<p><i>Part of your dues payment may be used to support our Scholarship Fund</i></p> <p><b>Thank you for your support</b></p>			<p style="text-align: right;"><b>Mail check To: EAA CHAPTER 790 P.O. Box 1206 Barrington, IL 60011</b></p>		

This month's Chapter meeting will be held at the Barrington Library, beginning at 7:30. We will not have a speaker, rather we'll be enjoying the holidays with good food, gifts, and conversation. Details are on page 1 of the newsletter. Hope to see you there!



The Leader in Recreational Aviation



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 790  
 P.O. Box 1206  
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