

Winds Aloft



P.O. Box 1206 Barrington, IL 60011

www.eaa790.org



Photo by Michele Naber

Katie Naber Got Married

by Michele Naber

My daughter Katie's boyfriend, Matthew, presented her with a beautiful engagement ring on Thanksgiving in Little Rock. They were married on New Year's Day in Denver.

That's right, I had five weeks to plan a wedding 1000 miles away over a holiday weekend! Since both are Air Force officers they needed to get the marriage paperwork in by January in order to be stationed together. They chose Denver because it was centrally located. Matt is stationed in Arkansas (he graduated from college a year ago) and his family is from California. People were flying in from all over the country and we narrowly missed a couple blizzards. They were married at a Bed and Breakfast called Castle Marne. It was built in 1887 and is located in the historical district in downtown Denver. It is beautifully renovated and was the perfect romantic setting for a wedding. It was a very small wedding but went amazingly well under the circumstances. For example, we found her dress at a bridal resale shop in Naperville the week before the wedding. In all, Katie was a radiant bride.

I'm still getting used to the idea of my little girl being married but Matt seems like a very nice guy, absolutely adores Katie, and they have much in common. Katie is back in North Dakota and will graduate in May. Matt is in Little Rock and they see each other when they can on weekends. Both of them plan to get their master degrees but we will have to wait and see what the Air Force has in store for them. ☺☺

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Photo by Tom Barnes

My Seabee N3263G

by Ken Kresmery

It was in 1958 that I saw my first Seabee at Roselle Airport (now Schaumburg). It was owned by a friend who was looking to sell it with no takers. He said it was called the Flying Anvil. Some say it's not pretty to look at, not a good boat, and worse airplane. But over the years I got to thinking about that Seabee and said that someday I'd have one. Last year I sold a hanger, had some extra money left over and went looking. The airplane had to have the Lycoming GO-480 engine, wide-spray rails, wing-extension droop-wing wingtips, and no corrosion; radios were not important. I found my Republic Seabee in Mississippi with all the modifications at a fair price.

How does it fly? It flies like it looks – heavy. It's like driving a 1947 Mac truck – no power steering and no power brakes. It is fun, you bet; a true antique classic. It is a plane for all occasions, a real head-turner.

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From Dana.....



by Dana Holladay

Hello, everyone!

On February 4th, a good friend of mine flew to Chicago so we could depart the next day for Sprucedale, Ontario, Canada. He had located a 1947 Cessna 140 undergoing an extensive restoration there and purchased the project sans engine and propeller. He was unsure how to get it to his home in Washington, D.C., so I offered to move it with my pick-up truck and small flatbed trailer.

This was the first time I had been into Canada and wasn't sure what to expect. We were basically waved through at the border after being asked our citizenship and nature of our visit. We didn't even have to show any identification. Sprucedale is about a 3-hour drive north of Toronto and the drive from Chicago took about 12 hours. The only snag during the entire process was getting stuck in deep snow on a back road after having made a wrong turn close to our destination. As luck would have it, the seller owns a tractor and was able to pull us out!

We spent six hours on Sunday rigging the fuselage to the trailer and building a saddle for the wings which sat nicely in the bed of the pick-up. Even the weather cooperated...sunny with a high of 45 degrees the day we loaded the plane! From Sprucedale, we made it a short distance south before pulling over in another small town to watch the Super Bowl. On Monday, we continued south and stopped to view Niagara Falls. What an awesome sight that is! Then we were given the 3rd degree at the U.S. border, including being asked why we didn't just fly the airplane back. I had to bite my lip in order not to laugh when I heard that one. After about 30 minutes explaining that this was an as of yet uncompleted restoration project and showing all the necessary paperwork, we were allowed to cross into the United States and pulled into D.C. around 8:30 p.m. Monday. Tuesday was spent driving home to Chicago which took just over 12 hours door to door. All in all, we drove 2,300 miles in four days and brought the 140 home to the U.S. after it had spent 31 years in Canada, mostly in Ontario. Can't wait to fly it when my buddy completes the project! So far he has no specific timeline for completion, but would like to have it done in about 3 years. I will wish him luck!

See you soon!



February 1 EAA Chapter 790 Board Meeting

Logo: Jeff Wilson presented three similar drawings for consideration as our new chapter logo, and the newsletter editors were to pick one as an example for this month's newsletter. It was decided that feedback will be solicited from general members and also invite additional logo ideas from the general membership. The deadline for sketches is April 2.

Scholarship Committee: The scholarship committee had received two submissions before the January 31 deadline. The scholarship committee will meet to decide on a winner, the name of the winner being announced at the banquet.

Chapter Renewal: All chapter paperwork has been submitted to headquarters for this year and our insurance is in-force.

Library Display: We now have a Chapter 790 display case for the month of February at East Algonquin Library. Come and see it!

Membership Directory: The cost of the membership directory is being offset by the three commercial ads which will be printed on its cover.

Dues Payment: The board discussed adding a note to newsletters going to members who have not paid dues, something like "this is your last newsletter," but a resolution was not reached.

Annual Banquet: Our March 12th Annual Banquet is on track.

Nancy Blazyk
Secretary



Announcements

Annual Chapter Banquet March 12

March 12 will host our annual chapter banquet. As last year, it will be held at Emmett's Restaurant & Brewery Company, 128 W. Main St., West Dundee, IL. The cash bar will open at 6:00 with dinner being served at 7:30.

Emmett's is located on the north side of Main Street (Route 72) one block west of the Fox River. Parking is at the rear of Emmett's *and* in the bank parking lot across the street just west of Emmett's.

Dinner cost is \$30.00 per person. Please give your money to Ron Liebmann at the February meeting, or mail your check at least two weeks in advance to Ron at 1829 Dover Ct., Schaumburg, IL 60193. Use the sign-up coupon from page 8 or you can phone Ron at 847-352-8282.

New Chapter Logo

For about the past year, we've been throwing around ideas for a new chapter logo. Jeff and Barbara Wilson submitted this one, but we're still taking suggestions. If you have logo ideas, please submit a hand-drawn or computer sketch to Jeff Wilson. It seems we've designated him our new logo guy. A chapter order for polo shirts with this new logo needs to be available well before AirVenture. Because of this, April 2 is the deadline for logo idea submittals. We'll take orders at the April meeting for polo shirts (similar to the KidVenture and Ambassador shirts), which run about \$17. The manufacturer offers scores of other wearable and toteable items on their website. So when we have a logo, we will let everyone know the custom logo number and you can order any of these individual items on-line with our custom chapter logo.



The Safety Corner

by Mike Perkins



Wings..... It's winter, so you know where I'm going. How far back on the wing should you remove the frost, snow, or ice? In flight training a thousand years ago, we removed frost from the leading edge on a 152, but only about as far back as we could reach from the ground standing on our tip-toes unless a ladder happened to be handy. And forget the underside. Of course, this whole thing was wrong. The entire airfoil is important. Contamination needs to be *entirely* gone. We got away with this practice, but certainly performance was degraded.

With snow and ice accumulation on wings, there is airfoil shape change plus the added weight. But even if it's only a thin layer of frost, drag will certainly go up and the change in surface texture can lead to premature *or* delayed airflow separation. Any of this can produce unintended and unpredictable characteristics. This is true for the tail feathers and fuselage, too. For example, the horizontal feathers also "fly," producing downward force perhaps, but they still fly just the same, plus flight characteristics are vastly altered with extra tail weight. Simply put, the entire aircraft needs to be free of ice, snow, and frost. If you fly with any kind of win-

(Continued on page 7)

Mountain Flying with Rich Oleszczuk

by Mike Perkins

Near Redstone, CO at 10,500 ft. Photo by Rich Oleszczuk



Rich Oleszczuk gave our chapter an excellent presentation on his trip to Denver in his pretty red Cherokee where he attended a flight school on mountain flying. This article contains my notes from Rich's presentation. If you think mountain flying is anything like flatland flying, read on.

To begin with, there are special take-off techniques for high-altitude airports: lean right after start-up. Flap settings are important. If you don't know what your best flap setting is for best rate of climb, set your flaps to maximum aileron down deflection.

Flight in mountain regions is not recommended if winds aloft are more than 20 kts. Winds aloft are known to double as they're funneled between mountain peaks. Rich said he'd not fly at 20 kts winds aloft with his experience level, but a more experienced flier might go with 30 kts. Visualizing how water would flow above the mountains, in the ridges, and among the canyons is very useful in anticipating changing winds. Wind above 20 kts causes the wind on the lee side to tumble, creating extreme turbulence which can extend quite high. His instructor wanted him to recover from a downdraft, but winds that day were too light to practice this. It is highly recommended that when flying into a headwind to fly to the mountain ridge at a 45-degree angle to the ridge. This way, when encountering a downdraft that exceeds aircraft performance, only a 90-degree turn needs to be made to safety, rather than a 135 degree turn. Some of the downdrafts exceed 2,500 feet per minute.

Flying is mostly IFR - I Follow Roads - for safety reasons. Following roads pretty much guarantees you won't inadvertently fly into a blind canyon, and you'll always have an emergency landing strip within gliding distance.

During the full-power run-up, lean by EGT; if no EGT is available, then lean until engine begins to run rough and richen mixture $\frac{1}{4}$ ". Prior to rotation, pitch up 3 – 5 degrees and hold that attitude. If you're not off by a mark on the runway (which usually accompanies high airports), abort and fly another day. Climbout is normal: hold V_y and climb out normally, or fly V_x if clearing obstacle. Rich reminded that IAS is always the same for aircraft performance regardless of altitude. While gaining altitude, leaning is continuous, and usually you find a sweet spot in the process.

Flaps are not recommended in mountainous areas for two reasons. Most mountain airports are usually near rivers – the flat land needed for airports is in the canyons next to rivers. First, there is a likelihood of a downdraft near the river, and the lack of flaps allows for better climb rates against a downdraft by reducing drag. Second, there are frequently animals on the runways, and a lot of accidents are caused by pilots attempting go-arounds with full flaps which are not possible at mountainous density altitudes. If flaps are used, they are used only in the mid-flap settings.

Some canyons have towns with noise-abatement laws in place which prevent any kind of overflight of the town itself. This forces pilots to fly near the sides of the canyon, or fly along the canyon's ridge while getting to and from the airport.

Some of his route and training flights included Grand Junction, via I-70, Rifle, Colorado, and Aspen. Many of the Class D airports had radar, which made the airspace like flying Class C airspace. Aspen included ATC authorization for Rich to approach on one side of the canyon and a commercial flight climbing out on the other side, and a motor glider landing on one runway when the tower was telling him under protest to land on the reciprocal runway. Rich could not fly into Leadville (elevation 9927 feet) because the density altitude at 57 degrees F was 11,386 feet. The killer wasn't take-off distance. It was the fact that rate-of-climb was reduced by 83% and any downdrafts encountered would not be a good thing.

(Continued on page 6)

Meeting Notes

Last Meeting

Ron Liebmann gave us an update on restoration of the T-Craft, which is about to get a layer of fabric - that's when it starts looking like an airplane again.

Ole Sindberg gave us a brief description of what things were like in Sri-Lanka after the tsunami. Flying the Global Peace Initiative's 747SP used by Dr. K.A. Paul for mercy, medical, and missionary work, Ole is qualified as captain. **Clyde Ericson**, also a Chapter 790 member, is chief pilot for the GPI 747 and not only handles the flight duties but also looks after maintenance of the aircraft. The plane is equipped to carry medical staff and supplies, and has carried Dr. Paul to places like Haiti at the height of bloodshed in their civil war last summer with Ole and Clyde in the cockpit. More recently they've found themselves alternating landings in places like Bombay, Ireland, and Cypress. Ole mentioned that on a previous trip, a mission was flown to Iran where their landing marked the first time in many years that an airplane of US registry landed in Iran. Ole had some time to snap a few rolls of film while in Sri Lanka that he shared with us at the meeting. Both Ole and Clyde are retired from United Airlines. Clyde built a Stits Playboy some years ago. Ole is very active flying a significantly-improved Prescott Pusher and does flight instruction.

Lee Hilbert described his Champ incident near Lake Lawn a few weeks ago, along with the rescue operation from the drink after a forced landing. The plane was fairly free from damage, and Lee said this represents a great opportunity to replace the Champ's covering. Nothing much was really bent, but the engine soaked under freezing water for 36 hours, so we imagine there'll be a little more to the engine restoration than the mandatory teardown, but the prop survived nicely. Lee mentioned that after having beaten back the news media for days, answering to the FAA, arranging for the aircrafts extrication, and working with authorities, the hardest part was telling Buck.

A piston was presented to **Jay Friddell** in recognition for his past contributions to our chapter.

Rich Oleszczuk gave an excellent presentation mountain flying. You can read Mike Perkins' summary of Rich's experiences and Rocky Mountain "truths" beginning on page 5. Rich also received a piston for his presentation.

Next Meeting

At our February 22nd meeting, Mike Titre will be giving Chapter 790 a presentation similar to his presentation at the Airventure Museum on January 26 where George Rarey's widow donated his aviation artwork collection to the EAA. Mr. Rarey was a commercial artist and a P-47 pilot in WWII. As a talented artist he kept a cartoon diary of all his experiences as a fighter pilot from training through combat. Unfortunately Rarey was killed a few weeks after D-Day in combat over France. His widow Betty Lou donated all his letters and the artwork of this significant collection to be displayed at the Airventure Museum. Mike will have numerous slides of George Rarey's cartoons and drawings of his experiences as a P-47 pilot.



(Mountain Flying continued from page 5)

Rich's instructor told him that good mountain pilots never do heroic maneuvers or fly in adverse weather. This includes never flying with excessive winds aloft or density altitudes, and performing proper preflight planning by the book, always with performance charts in hand.

Although everyone is moved by the beauty of the landscape west of Denver, general aviation pilots have an extraordinary view. You can fly mountains safely with some training similar to Rich's.



(The Safety Corner continued from page 4)



ter contamination on the aircraft, you've instantly promoted yourself to test pilot. Although no FAR prohibits takeoff while the aircraft has snow, ice, or frost on it, doing so may come under the heading of careless and reckless operation.

Also, this is a great time of year where overly-warm jackets are often taken off just before climbing into the cockpit, and the horizontal stabilizer/elevator seems to get its share of shed coats. My policy is to never let anyone set anything anywhere on the airplane I'm about to fly, lest I be inattentive for a moment. But coats are worse than soda cans because the coats have a tendency to wrap around the h-stab and stay put which raises havoc with aerodynamics and weight-and-balance.

Let's look at fuel, too. Perhaps it snowed since the last time the aircraft had flown, then things warmed and thawed, and then it dipped below freezing. Now the sun is shining again, and it's about 30° F - it seems cozy in your car on the way to the airport. But the airplane might be cold-soaked. If the precipitation and humidity during this down time caused any water to form in your tanks, it probably became ice, or may become ice at any time now. If the water or ice is near the fuel supply outlet or worse yet in the fuel lines, a blockage is likely. How do you proceed with a preflight?

If there's no header tank onboard, then a five-minute warm-up is sure to let you know that you're feeding from at least one tank and not just remaining fuel in the fuel system. To make sure both tanks are feeding before you depart, run the engine for a few minutes with each tank selected independently. This is a waiting game and patience counts, and using a watch or oil temperature gauge isn't a bad idea. Be sure to switch back to your intended take-off tanks after this operation.

If you have a header tank, there's no sure way to know that you're getting fuel from any main tank at all for quite a while. So you could take off and then find that few gallons in the header tank are not being replenished, and that's a big woops, so header-tank pilots, beware.

Keep in mind that any water in the fuel also can turn to ice as the adiabatic lapse rate takes effect, so keep track of the fuel balance to make sure the tanks are feeding normally. Remember, it's not the air temperature that's important - it's the temperature of the water in the fuel supply, and in the winter, who knows what that is at any given time.

In cold weather, unless your aircraft manual disagrees, be sure that you take off and land with as many tanks

(Continued on page 8)

(Seabee continued from page 1)

The basic design of the Seabee is, in a word, simplicity. It is based on the design of Percival H. Spencer's air car. The Seabee has less than 500 parts, a fraction of the 2000-plus parts in most production aircraft. It was Republic's answer to the postwar civilian market, a family plane that could go anywhere. At an initial price of \$3995, over a thousand were built in 1946 and 1947 before the production line was shut down. There are still approximately 200 - 300 Seabees registered with the FAA today.

Republic Seabee

Weight 3250 lbs.
4-place
Fuel burn 17 GPH

Height 10'
Wingspan 41'
Fuel 75 gallons

Length 28'
Useful load 960 lbs.
Cruise 85 - 100 MPH

WINDS ALOFT

FEBRUARY 2005

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IT'S DUES TIME AGAIN!

Will this be your last issue?? Not if you 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. 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

(The Safety Corner continued from page 7)

selected as possible in case some water suddenly turns to ice – remember that some parts of the fuel delivery system may be below freezing even though water, not ice, existed in the fuel tanks. It only takes a few drops of water to block a fuel line when it freezes. And don't forget that ice blockage of fuel vents can lead to fuel starvation, too.

Ice also frequently blocks static and pitot systems. Recently after a snow-thaw-chill cycle, a pilot called me to ask why his ASI was acting crazy in flight and his altimeter lagged badly - the inquiry didn't take long to answer. I once departed with a frozen pitot system and the ASI reading zero during the take-off roll only to remember that the pitot heater switch was firmly in the "off" position. So how do you preflight pitot and static systems? I'll answer that question next month.

Winter checklist additions:

- ✓ Airframe is entirely clear of ice, snow, and frost.
- ✓ Airframe is clear of foreign objects (coats, etc.).
- ✓ Run-up includes a check for possible iced fuel system.
- ✓ Pitot and static system is clear of ice (and insect) blockage.



EAA Chapter 790 Annual Banquet Reservation

Name: _____

Spouse/Guest: _____

Menu Choices:

| | | |
|--------|-------|-------------------------|
| Member | Guest | |
| _____ | _____ | Petit Fillet |
| _____ | _____ | Chardonnay Chicken |
| _____ | _____ | Grilled Atlantic Salmon |

Amount Enclosed: \$ _____ (\$30 per person)
(Make checks payable to "EAA Chapter 790")

Send To: Ron Liebmann
 1829 Dover Court
 Schaumburg IL 60193

Or: Bring to the Meeting, Tuesday, January 25th

Last day for Reservations: Tuesday, Feb 22, 2005

Recognizing Our Members

New Members - The following individual recently joined our chapter:

Kelly Sheridan

(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)

Calendar of Events

2005

| | |
|------------------------|---------------------------------|
| March 12 (Sat) | Annual Chapter Banquet |
| April 30 (Sat) | Young Eagles, Lake In The Hills |
| May 21 (Sat) | Young Eagles, Lake In The Hills |
| June 3 - 5 (tentative) | Work weekend at Oshkosh |
| June 25 (Sat) | Young Eagles, Lake In The Hills |
| July 25 - 31 | AirVenture 2005 |
| August 27 (Sat) | Young Eagles, Poplar Grove |
| October 1 (Sat) | Young Eagles, Lake In The Hills |
| October 25 (Tue) | Chapter Auction, Elgin Workshop |
| October 29 (Sat) | Young Eagles, Lake In The Hills |

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

FAA Wings Program



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

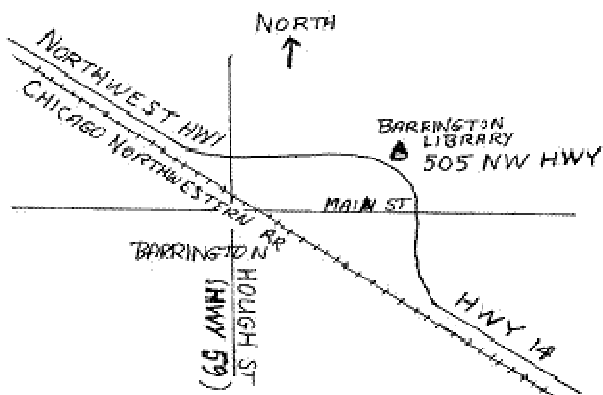
Phone: 847-382-4180

Email: abbienair@cs.com

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DIRECTIONS, ETC

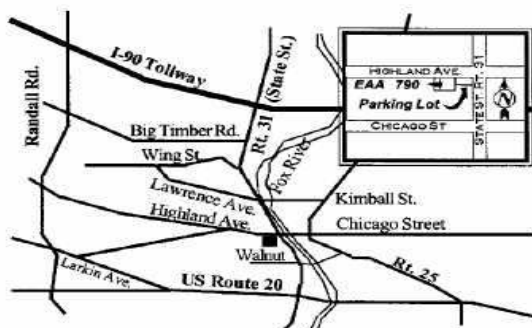
Regular Chapter meetings are held on the fourth Tuesday evening of each month (except July) at the Barrington Public Library. Meetings begin at 7:30, with a social "hour" preceding. The Library is located on Highway 14 between Main St./Lake Cook Rd, and Highway 59 (Hough St.) in Barrington, Illinois.



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

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 Sensenich 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.**

For Rent: "T" hanger at Poplar Grove Airport, heated, insulated, 100 amp service, well lit, \$220 per month plus utilities. **Call Ron Palascak (847) 658-7963.**

For Sale: Microair M760 transceiver. Brand new, still in box never used. \$650.00. **Contact Bill Laskey, (815) 459 5084 or wlaskey@sbcglobal.net.**

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.**

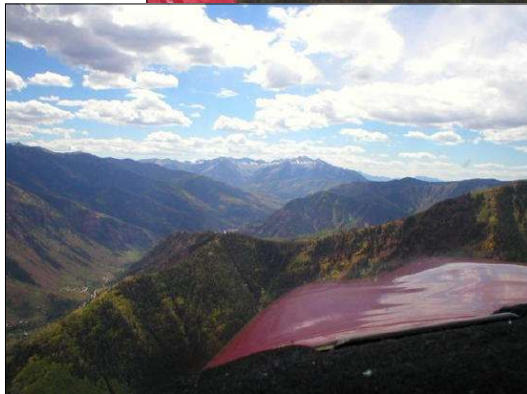
For Sale or Rent: Portable paint booth exhaust system on wheels. Explosion-proof motor and lights, flexible ducting, great for hanger or garage. \$300 or rent for a small fee. **Contact Steve Flattum (815) 765-1849.**

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: Heated hanger at Poplar Grove. Will handle a home-built, single, or light twin. **Call Lon Danek (847) 381-4286**

Chapter 790 Scrapbook

Here are additional photos provided by Rich Oleszczuk from his mountain flying training adventure in Colorado. See Mike Perkins summary article on page 5.



Katie Naber's marriage was also in Colorado. Castle Marne, in Denver, looks like a beautiful location for a wedding! Details in Michele Naber's article on page 1.



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 rlegates@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

Please Print

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Thank you for your support

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P.O. Box 1206
Barrington, IL 60011**

**NEXT
CHAPTER
MEETING**

Our regular chapter meeting will be February 22nd at the Barrington Library, starting around 7:30. Mike Titre will be discussing his experiences as a P-47 pilot, and showing many pictures from George Rarey's artwork collection, recently donated to the EAA AirVenture Museum.



The Leader In Recreational Aviation



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790
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