

Winds Aloft

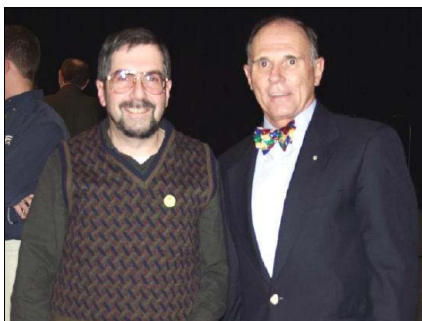


P.O. Box 1206 Barrington, IL 60011

www.eaa790.org

Chapter 790 Attends Wright Brothers Memorial Banquet

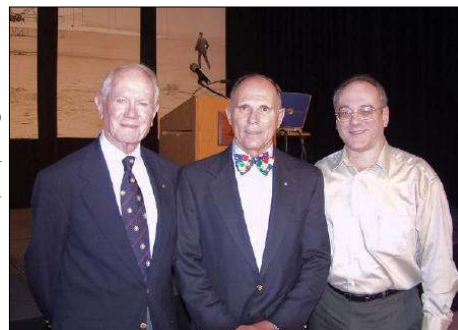
More than 11 members of chapter 790 attended this year's Wright Brothers Memorial banquet at the EAA AirVenture Museum in Oshkosh on Friday, Dec. 17. The dinner, which commemorates the anniversary of man's first successful powered flight, featured guest speaker Mike Melvill. Mike made history this year by becoming the first civilian to fly a spacecraft into sub-orbital space. In June, he piloted the spacecraft to a height of more than 100 kilometers (62 miles) above the earth's surface, regarded as the edge of space. After that test flight, he repeated the feat in late September in the first of two required flights to win the \$10 million Ansari X prize, which went to the first private group to successfully build and fly such a spacecraft on two suborbital flights within two weeks.



Mike made an extremely interesting two hour PowerPoint presentation, which explained all the technical, building, and flight aspects of the SpaceShipOne. Everything about the SpaceShipOne reflects the genius of Bert Rutan! It is absolutely as simple as possible to do the job of space flight. Mike is an excellent speaker and provided many witty stories with his presentation. Afterwards we all went up to have Mike sign our programs and for a group photo as you see here. All this information with a fine dinner too, I can't think of a better aviation event I have attended!

~John Vlastic~

(Photos by John Kinyon)



JANUARY 2005

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EAA Chapter 790 Newsletter



The Leader In Recreational Aviation



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From Dana.....

by Dana Holladay



Happy New Year, everyone!

I hope you all had a great Christmas and enjoyed ringing in the New Year. I travelled to North Carolina for Christmas with my mom and brother, then returned to Chicago for a couple of days. Then I was off to Boise, Idaho for New Years. I spent several days with my good friend Stace Schrader, owner of Rocky Mountain Wings, and his family. Stace manufactures a tube-and-fabric kit called the Ridge Runner, which is similar to the Kitfox, but with separate ailerons and flaps instead of flaperons. I have flown two of his planes and they are the ultimate in flying fun. I still plan to build one when time and money allow!

We are moving rapidly toward our annual chapter banquet which will be held on March 12th at Emmett's in Elgin. Ron Liebmann is coordinating everything and we need everyone who will be attending to give Ron your entire choice and payment as soon as possible. You will find the details elsewhere in the newsletter (*page 8*). Thanks, Ron, for taking on this responsibility again this year! You are a wonderful attribute to our chapter!

Finally, I have some less-than-happy news to report. I will no longer be involved with Kidventure at the annual Oshkosh convention. The "powers that be" informed me that they are not happy with the quality of volunteers that I was able to sign up and are worried about child predators, so they are going to rely primarily on Oshkosh-area teachers as Kidventure volunteers. They feel that teachers are better at spotting predators due to their having had formal training and background checks. Doesn't sound logical to me, but I'm convinced that there's more to it than this. In any event, it's history as far as I'm concerned. I *am* happy to report that I will be volunteering with the CARTS program and in the ultralight area in the future.

See you soon!

Chapter 790 recognizes Dana Holladay for all his hard work and dedication to KidVenture. All of us who volunteered there or just visited KidVenture witnessed Dana's exceptional efforts first-hand. Hat's off to a great job, Dana! We thank you.



January 4 EAA Chapter 790 Board Meeting

Membership report – We have 91 members have paid, 18 are new members this year.

Meeting location – We have the Barrington Library through next December, except for October. The October meeting will be held at the Elgin restoration shop. (The referendum to expand the Barrington library did not pass the election, and hence the meeting rooms will still be available.)

Upcoming events – October 25 will be our Chapter Auction.

Chapter membership directory – Ken Kresmery has found two sponsors for the membership directory. They will pay \$25 or \$30 to have a business card advertisement printed in the directory.

Young Eagles – Dates for the upcoming season are as follows: April 30, May 21, June 25, August 27 (Poplar Grove), October 1 and October 29.

Banquet – The annual 790 banquet will be Saturday, March 12 at 6pm at Emmett's in Dundee. The price per person will be \$30. The sign-up coupon will be printed in the next two newsletters.

Scholarship – January 31st is the scholarship deadline. So far there is one applicant.

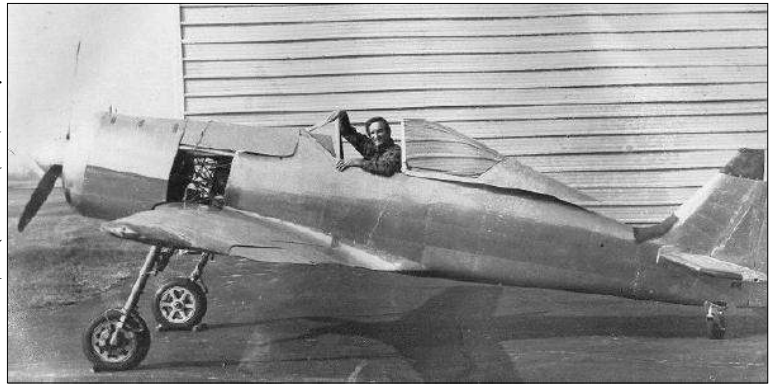
Nancy Blazyk
Secretary



Meet the Focke-Wolf

by Ron Liebmann

Back in 1965 when I was cleaning every windshield that pulled into my gate area at United's E & F fingers, I met a flight engineer named Dave Jones. He was a nice guy and was one of several pilots who would give me a conversation related to planes or flying. About a year later Dave asked me if I would like to help him build a FW-190A that he had started a couple of years earlier. I drove out to The Landings where he was building it and was introduced to a really well-designed, all-metal airplane. The main structure was together at this time and Dave was figuring out the landing gear system.



Dave had always liked the 190A. He knew that he had to have one from early years and the only way to get one was to make it himself. Dave's degree was in engineering which gave him the knowledge to do the job. He contacted NASA and the Smithsonian to get copies of the original plans which they let him copy. Most parts in the plane are exact $\frac{3}{4}$ replicas of the real part. The skins were even overlapped, exactly like the factory ones – they had to be made so fast that the factory overlapped the skins instead of butting them because that saved much time in building.

The main gear and tail wheel retraction systems were also exact $\frac{3}{4}$ duplicates of the original. Dave was making a one of a kind plane for sure. He had an O-540 engine and a 3 blade constant speed prop ready to install. The cowling came from a roof vent manufacturing company which provided the exact dimensions that he needed. Be-

(Continued on page 5)

Last Meeting

The nominated slate of officers was unanimously voted for a two-year term at the December meeting: President, Dana Holladay; Vice President, Tom Solar; Co-Secretaries Nancy Blazyk and Rob Strickland; Treasurer, Lon Danek.



And as you can see from the pictures, Santa Clause and the many food items brought in by the members who attended helped to make the election process go smoothly. Hmmmm.... I wonder if Santa was allowed to vote??



Next Meeting

The speaker at our January meeting will be Chapter 790 member Rich Oleszczuk. Rich recently attended a flight school on mountain flying and will be explaining about what he learned and his flight training experiences. We can thank Nancy Blazyk for this program suggestion.

The Safety Corner



by Mike Perkins

Pilots have been able to dial 911 in an emergency far longer than the general public has been able to do so from a phone. It's called 121.5 of course. But under what conditions should we use it? Here's what AIM has to say about requesting emergency assistance under section 6-1-2:

“An emergency can be either a distress or urgency condition as defined in the Pilot/Controller Glossary. Pilots do not hesitate to declare an emergency when they are faced with distress conditions such as fire, mechanical failure, or structural damage. However, some are reluctant to report an urgency condition when they encounter situations which may not be immediately perilous, but are potentially catastrophic. An aircraft is in at least an urgency condition the moment the pilot becomes doubtful about position, fuel endurance, weather, or any other condition that could adversely affect flight safety. This is the time to ask for help, not after the situation has developed into a distress condition.

Pilots who become apprehensive for their safety for any reason should request assistance immediately. Ready and willing help is available in the form of radio, radar, direction finding stations and other aircraft. Delay has caused accidents and cost lives. *Safety is not a luxury! Take action!*” Those italics are not mine; they're printed in the AIM.

Ok, so if you use 121.5, do you have to declare an emergency? No. However, you will probably be asked to explain yourself when you're on terra firma, but that's ok. It's not a big pile of paper. I'm sure that an accident is much thicker.

Now there are some things the FAA can't do for you if you don't declare an emergency. Simply do what you must do to get what you need. Even dreaded paperwork is better than eventually flying into something hard. Did you read that one part from the AIM, the part where it says, “Ready and willing help is available....”?

(Continued on page 6)

(Focke-Wulf Continued from page 4)

cause the plane had a really short nose and needed weight up front, we had to make a lead nose ring to fit inside the cowling. I think the lead weighed 60 pounds. I got the lead from a tire dealer. They were the old tire balance weights that he was getting rid of. We melted them down and poured them into a mold we made and bolted them into the cowling.

The only fiberglass parts on the plane were the wing & empennage tips and I easily made them. The plane was painted with flat paint identical to the original factory paint. One part that we could not figure out exactly was the aileron hinges so Dave wrote to Kurt Tank, the FW-190 designer who hand drew us how they were to look to the best of his recollection. We made them from his drawing and they worked fine.

Dave and I remained good friends for years but we did have a few problems. Once when Dave was slopping the fuel tank sealant into the right wing tank with his hand, I handed him a cup to use in place of his hand. Oh boy, I caught the wrath of Dave at that time in full fury.....I was told, “XXZZYFZ...” Well, I packed my tools and started to my car for my final drive home. Dave came after me and apologized and asked me to stay. OK, I stayed.

Another time I was studying the incidence of the stabilizer when in full up & down positions. I conferred with Dave's son, Richard, on this incidence matter and he agreed with me that there was not near enough nose down trim built into the jackscrew. When we told Dave what we thought, we were both told to mind our own business....Well, during that very first take-off on test day, the plane jumped into the air, nose high on the verge of stall before Dave could react and push the nose over. He landed looking quite pale in the face. Turns out that we were very right in our assessment of the trim and we rebuilt it properly. Our last dispute was over the toe-in/out for the wheels. Dave said toe-in but Tony Bingelis said toe-out. Tony won because he was correct.

The plane flew great according to Dave. I never got to fly it. Dave moved away and took the plane with him to either Texas or Florida. The plane was used in a WWII movie and was seen attacking a B-17 in the air.

In 1989, Dave flew it to AirVenture where I babysat it

(Continued on page 6)

(Focke-Wulf Continued from page 5)

for the full week as Dave was shy and did not like crowds. While there I was asked by an official if it would be ok if Adolph Galland came to sit in the plane. I said "Sure, if he would have survived the war". Oops, he did survive and he did sit in the 190A for an interview by EAA... or was it a magazine editor. I forget now.

When it came to judging the plane I was completely miffed at the judges. A 5/8 scale P-40 was sitting next to the 190. It was nice except that it was completely smooth and shiny and not at all like a real P-40. Lots of fiberglass. It turns out that, as I was told, it was owned by a warbird guy who also owned the full size one on found in the warbird area. Well, it took top billing that year. The judges said that Dave's plane was built way too crude. With the overlapping seams and the flat paint the builder took shortcuts that cost points. I tried to explain all the documentation that I had showing

that it was just like the real ones. One of the judges walked away saying, "Sure it is".....Three ex-Luftwaffe pilots came by and sat in the plane and praised Dave for making it so realistic. One of them asked where the wing gun ports were. I had to convince him that it was a 3/4-size replica.

After his interview in the plane, General Galland signed the side of the plane under the canopy rail. I offered him the chance to fly it but he said that he did not have a current medical. Dave showed up just as the General was getting into his limo but when I told him that the builder was there, the General chatted with Dave for about fifteen minutes.

I don't know where the plane is today but I heard that Dave sold it for \$35 grand.....Darn, for that price, I would have bought it.

(Stay tuned! Next month we will feature Ken Kresmery's fantastic Seabee.) ➔

(Safety Corner Continued from page 5)

If you're talking to some part of ATC on another frequency, well, of course you don't need 121.5 to declare an emergency. The main thing either way is to get their attention. But if you're not already talking to someone, then use 121.5. Simply put, this frequency is there *for you to use*. The AIM states that it's better to ask for help while you are in distress, *before* the situation becomes perilous.

Maybe headwinds are bad, night comes too soon and you're not equipped. Maybe your GPS ran out of batteries while you were over strange territory and your fuel gauge is flirting with the bad number. We don't always have to be macho about what happens next. I never cease to be amazed at what people would rather have than a safe flight.

Before your next "unusual" flight, you might think about the conditions under which you'd use 121.5 MHz. Then my advice would be to ease up on those requirements a bit.

Don't make it complicated. The FAA definition in the Pilot/Controller Glossary for emergency is simply, "A distress or an urgency condition". It's the shortest definition in the entire 63-page glossary. ◆

Young Eagles Rallies All Set for 2005

Our Young Eagles Coordinator, Dwight Zeller, has set next year's schedule, all of which are on a Saturday:

- April 30 – 3CK, Lake-in-the-Hills
- May 21 – 3CK, Lake-in-the-Hills
- June 25 – 3CK, Lake-in-the-Hills
- July (none due to Airventure)
- August 27 – C77, Poplar Grove
- October 1 – 3CK, Lake-in-the-Hills
- October 29 - 3CK, Lake-in-the-Hills

The schedule Dwight has set is the same for all events:

- 08:00 Set-up
- 0:845 Safety briefing for ALL flight and ground personnel
- 0:900 Rally begins
- 11:45 Last flights launch
- 12:00 Tear-Down
- 12:30 Departure



IT'S DUES TIME AGAIN!

The new year is upon us. 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. 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

Library Exhibit Set To Open

Just a reminder to the members that **Chapter 790** will have a **display** set up in the east branch of the Algonquin Library starting February 1st. The branch library is at 115 Eastgate Drive, Algonquin, IL. The Library is located behind the White Hen Pantry which is on Rt. 31. Turn south at the light on 31 and you're there. Please note this is on the east side of the Fox River. Library Hours are:

Monday, Wednesday 1-9

Tuesday, Thursday, Friday 9-5

Saturday, Sunday -- closed

Our display will be there all month. Drop in and check it out!

~Ron Palascak~

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

True Confessions

A long time ago and far, far away, I was a student pilot. It was Saturday and I was on a winter solo flight to practice maneuvers under a very high overcast. I chose to fly to an area near another small airport about 25 miles away that I'd never been to. I found it with no problem. My confidence had increased so now I practiced chandelles from just about V_{ne} to stall and turns about a point at 75 degrees. My skills were increasing. After twenty minutes of this, I looked towards my home airport in the very clear air and saw something that I'd never seen. It was like a white curtain, but very far away. I flew more maneuvers. After another ten minutes or so, I saw the curtain again, but it seemed closer. Wary, I decided to go home. Still a couple miles out, the flakes started whizzing by. In the pattern, the runway completely disappeared. So did the horizon. Occasionally the runway reappeared for a second or two, only to disappear again for many seconds at a time. As I lost altitude in the pattern, the runway was visible more often. I landed, taxied in, parked, and tied down, all as if nothing had just happened. The folks at the flight school, looking out the windows, asked me about the weather. I remarked that I wouldn't want to be flying right now; the snow had become even denser. Filling out my young logbook, I shivered.

(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.) ☐

Point to Ponder

As Burt Rutan ascends into new heights of business opportunities in commercial space travel, you might occasionally remind your **non-flying friends** that he's an active EAA member and that he got his start designing and building small aircraft. Needless to say, **SpaceShipOne** is just the latest in his series of experimental aircraft.



Letters

Mike,

That was an excellent article on safety/checklist/mental preparation in this month's (December) newsletter.

~Tom Solar~

Recognizing Our Members

New Members - The following individuals have recently joined our chapter:

Bennett Gray-Goldblum
Robert Nitschneider

(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)

~~✂~~ 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

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.

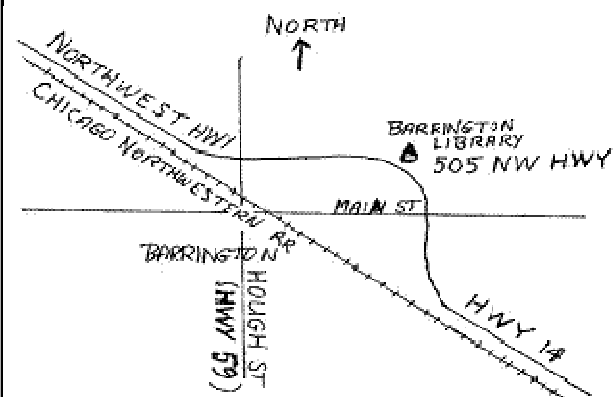
Phone: 847-382-4180

Email: abbienair@cs.com

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DIRECTIONS, ETC

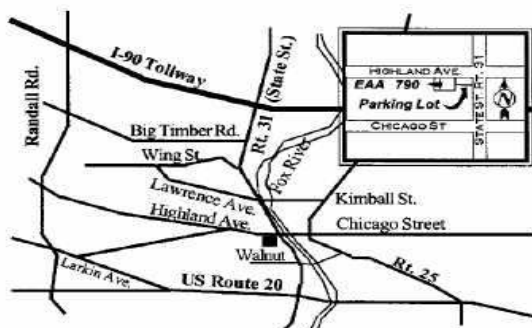
Regular Chapter meetings are held on the fourth Tuesday evening of each month (except July) at the Barrington Public Library. Meetings begin at 7:30, with a social "hour" preceding. The Library is located on Highway 14 between Main St./Lake Cook Rd, and Highway 59 (Hough St.) in Barrington, Illinois.



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 michael.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@eaa.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 homebuilt, single, or light twin. **Call Lon Danek (847) 381-4286**

For Sale: Building a Sheet Metal Airplane? In need of tools? Relatively complete set of tools includes 3X rivet gun, air drill, many of the other specialized tools needed to build Van's RV kits. Retail cost of \$1800+, will sell entire kit for \$1250. **Contact Mike Mulcahy 847-515-3585 or m.mulcahy@comcast.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

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 _____

I would like to receive the newsletter by **U.S. Mail** _____ **Email** _____ (Check One)

Dues for 2005 \$25.00 Family/Individual \$20 Out of State (U.S. Mail) \$10.00 Student

\$10 Out of state (Email)

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

Thank you for your support

**Mail check To: EAA CHAPTER 790
P.O. Box 1206
Barrington, IL 60011**

**NEXT
CHAPTER
MEETING**

Our regular chapter meeting will be January 25th at the Barrington Library, starting around 7:30. Rich Oleszczuk will be discussing his training in mountain flying. See you all there!



Lenticular near Boulder - Photo by Karl Hanzel

The Leader In Recreational Aviation



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