

# Winds Aloft



P.O. Box 1206 Barrington, IL 60011

July 2005

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

## 790 Scholarship Award – 2005

Congratulations to Timothy Alfeld who is EAA Chapter 790's winner of the \$350 Scholarship Award for 2005. This is an extra award for this year made possible by the private donations of \$200 from some very generous members of Chapter 790 and the \$150 contribution from the 790 Board.

Tim maintained a 3.75 GPA based on a 4.0 system in High School, while running his own computer service business "Own 4comhelp.com". He also helped his mom start up her own company, "Jamlady.com". Tim volunteered at AirVenture last year at KidVenture and the "Carts" Program. He also found time to work on some local political campaigns. Tim's hobbies are: computers, traveling and fishing.



Photo by Jay Friddell

As for his aviation goals, Tim has been accepted at Lewis University on a scholarship and hopes to complete all of his pilot ratings and go on from there. He recently earned his Private Pilot license, and is working on his Instrument Rating at the Westosha Flying Club.

In a letter of recommendation from Sharon Carl, the Principal at Summit School, she says that Tim is highly focused and a remarkable entrepreneur. He exemplifies integrity, dependability, compassion and a good sense of humor. He is exactly the kind of young man who inspires us to have hope for the future.

The Chapter 790 family is very proud to know this impressive young man and we look forward to helping him in his career and watching his success.

Abbie Friddell  
Scholarship Committee - Chair



## Note From A Young Eagle Pilot

Hi Tom,

Here's a photo you are welcome to use, from the Young Eagles flights on Saturday, June 25. I believe it shows the family support of Young Eagle Amanda, after our 20-minute flight. The youngsters' reactions are what make my participation in the Young Eagles program so tremendously rewarding and I encourage others to join in the fun of sharing our special talents and abilities. Dwight Zeller deserves special recognition for his and his ground crew's wonderful support of the youngsters and pilots' safety and well-being.

~Bob O'Quinn~



Photo courtesy Bob O'Quinn

# EAA Chapter 790 Newsletter





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## From Dana.....

by Dana Holladay

I decided to forego the usual "it's Oshkosh time" letter that you probably expected this month. Instead I've chosen to share with you the thing I am most looking forward to seeing this year at Oshkosh besides my wife, Jill, and daughter, Nikki. If everything goes as planned, Glacier Girl, the P-38 that was salvaged from beneath 250-plus feet of ice on the Greenland icecap, will fly at the convention this year.

When I first saw some of the parts of this aircraft displayed at Oshkosh in 1992, the word was that it would fly at the convention "in a couple of years." I thought this sounded ambitious and figured I'd double the estimate and have to wait until around 1996 or 1997. Obviously we've waited much longer than that, but it appears that the wait is over. You can learn more about the salvage and restoration by checking out Glacier Girl's official website at [www.thelostsquadron.com](http://www.thelostsquadron.com). The site is in the middle of a revision, but click on the "Old History" bars and surf away. And by the way, the video documentary of the salvage is absolutely incredible! If you haven't seen it, you need to! Rumor has it that the "maiden" post-restoration flight was performed by a pilot who had zero hours in make and model. Just a very skilled aviator that the owner trusted to pull off this historic flight. Besides, where do you find an active pilot with P-38 time anyway?

Now for a quick pre-Oshkosh briefing. If you haven't been to the convention yet, drop everything and go this year. If you can't get time off from work, quit your job. Jobs are easy to find, and a boss who doesn't understand your need to be there should be fired. If your significant others refuse to let you go, kidnap 'em and bring 'em with you; there's plenty there to keep their minds off the fact that they were kidnapped and forced to spend a week in a tent in Wisconsin. Remind them that the aviation world revolves around this convention, and it comes with being hitched to a diehard aviator! For the Oshkosh veterans, here we go again! It's Oshkosh time!



### July 5 EAA Chapter 790 Board Meeting

- **790 Directories:** 37 copies (out of 151) were handed out at the June general meeting. We discussed how to distribute the remainder, and approved mailing the remaining copies at the same time we distribute the July newsletter.
- **Hats and Shirts:** Jeff Wilson stated that 11 shirts were left to deliver out of the 37 orders placed through the chapter. He said that for next time we might consider another order for the fall for the long sleeve winter type items. If we proceed with that order, we will need to decide how to charge for shipping costs, etc.
- **Treasurer's Report:** Lon Danek reported we have 144 paid members plus 20 complimentary members bringing the chapter total membership to 164. Tom LeGates passed out a list of current complimentary members for review and discussion at a later date.
- **Oshkosh:** Ken Kresmery discussed plans for meals and the shared tent setup. Breakfast will be served daily, and there will be a spaghetti dinner Wednesday night. The large shared tent will be set up in an adjacent row to save space in the main 790 camping area.
- **Ken's Day At The Hangar:** All are invited to attend the event which will be held on Aug. 20<sup>th</sup>. Sweet corn and sausages to be provided, bring a salad or dessert to share. Event will be at Ken Kresmery's hangar at Poplar Grove airport.

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## Blown in from the Winds Aloft

**Ken's AirVenture Kitchen** – Breakfast will be served at the usual campground location Sunday through Saturday for \$4. The menu is scrambled eggs, pancakes, sausage, and ham. Wednesday night is spaghetti night at a cost of \$8 each - spaghetti, meatballs, garlic bread. If you'd like to volunteer for one meal or several, please talk to **Ken Kresmery**. Once again, we are most grateful to Ken for all his hard work in organizing these meals and his hard work while we play.



**Chapter Directories** - We gave out new Chapter **790 directories** at our June 28 meeting. If you missed the meeting, your directory will be mailed to you in the next several weeks.

**Newsletter Award** - As this issue was going to press we were informed that our Chapter newsletter has won an EAA excellence award again this year. This means it is judged to be one of the 5 best among over 1000 chapter newsletters. Your editors will receive the award on Saturday, the 23<sup>rd</sup> at AirVenture, and wish to again thank all members who have contributed such great photographic and written material, making this award possible.

**Ron Palascak** says we should let everyone know that Chapter 790 has a **window display** in the Algonquin Main Library. The library is located on Harnish Drive, west of Randall Road. This is the road on the south side of the **Target Store** on Randall. The display will run through the month of July. Ron says you can drop in and check it out if you get a chance. Main Library hours are:

Monday thru Thursday 9 to 9  
Friday and Saturday 9 to 5  
Sunday 1 to 5



### *(Board Minutes continued from page 3)*

- **Young Eagles:** Dwight Zeller will be moving soon and be leaving the chapter. He donated a laptop and printer for the Young Eagles' future use, and announced he had found a Young Eagles replacement chairman, Rob Skalany. Dwight reported that the last Young Eagles rally went well and that 2 scout troops are planning to attend the next rally. He will mentor Rob at the next rally so Rob will be ready to head the Poplar Grove rally in August. Many thanks to Dwight for his work with the Young Eagles program.
- **Oshkosh Carts Program:** Due to a new sponsorship by Club Car, we will be getting 4 and 6 seat carts, but no 8 seat "limos" Cart Central will be in the same location as last year, in a tent, however a permanent building will be considered for 2006. Ron Liebmann will work with HQ to make sure we have electricity. Ken Kresmery is providing reply cards to be given to Carts customers, to provide feedback on the program to the Chapter.
- **Newsletter Assembly Party:** Starting in August a new location will be needed to get the newsletter ready for mailing. The suggestion was made to rotate this function between several locations, and a number of members present volunteered for this. Many thanks to Jay & Abbie Friddell for being such gracious hosts for this event in the past.

Respectfully submitted,  
Rob Strickland, Co-Secretary



# The Safety Corner

## Carb Ice Incident

by Mike Perkins

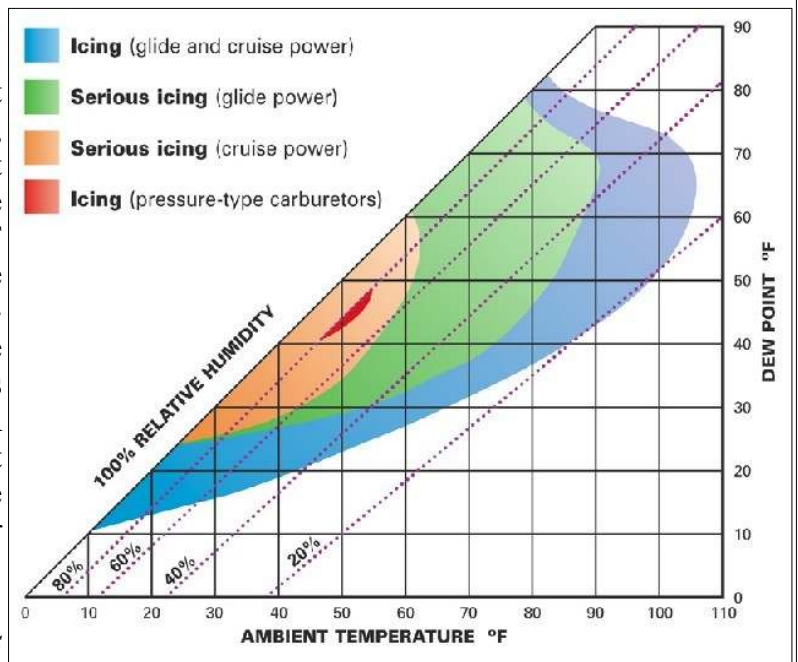


*(Past Safety Chairman Ole Sindberg recently brought this article to the attention of the present chairman Mike Perkins. Some discussion between Ole and Mike ensued.)*

*Reprinted from AOPA Online – ePilot - Just because you're flying in the clear doesn't guarantee safety from icing, at least carburetor icing. On November 11, 2001 the pilot of a Piper Cherokee was killed and his passenger seriously injured during a night forced landing after losing engine power.*

About three hours into the until-then uneventful night flight, the pilot contacted Mansfield, OH approach control, told them that he was experiencing a partial power loss, and requested to land at Mansfield. Mansfield runway 32 was straight ahead and four miles, and the pilot was cleared to land. According to the passenger, the pilot applied carburetor heat for about ten seconds, and with no change in engine operation, returned it to cold and said that he thought they were experiencing vapor lock. Shortly thereafter, the pilot informed Mansfield approach that he was going to land on a road, and that the engine had quit. Investigation revealed that as the flight progressed, the temperature and dew point spreads were getting closer together. At the time of the accident, the temperature in Mansfield was minus one degree Celsius (30.2 F) and the dew point was minus four degrees Celsius (24.8 F).

The NTSB determined the cause of this accident to be the pilot's improper use of carburetor heat, and subsequent forced landing. The pilot might have been able to prevent this accident had he taken advantage of the free advice in the ASF [Aircraft Icing](#) Safety Advisor. It says, "At the first indication of carburetor ice, apply full carburetor heat and LEAVE IT ON. The engine may run rougher as the ice melts and goes through it, but it will smooth out again." A check of a carburetor icing probability chart shows that the temperature and dew point at the time of the accident favored serious carburetor icing. (AOPA e-Pilot November 19, 2004)



*Mike Perkins then asked Ole for his comments on the article and the chart, the latter of which Mike felt was quite conservative. Ole's comments follow:*

The recip airplane engines I have flown have all been protected to some extent against carburetor ice. Take the Lycomings. The carburetor is bolted to the oil pan. The oil pan contains hot oil. The carburetor will gain some heat by conduction. The carb and part of the intake system is located in that area of the engine compartment which is hot from air flowing off the cylinders. The intake runners run through the oil pan. This helps vaporization and ice from forming in the runners. (It also helps keep the oil cooled.)

Airframe installation of the intake system has some effect on the likelihood of icing problems in the intake incl. the carburetor. Keep in mind that icing of the intake system can occur in parts other than the carburetor.

*(Continued on page 6)*

*(The Safety Corner continued from page 5)*

I really have had only one incidence of aircraft carburetor ice in my career. This was in an S-55 helicopter. Power was a P&W 1340 radial engine. The conditions were moderate temperature and high humidity. I had the classic indication of manifold pressure slowly diminishing. I applied carb heat and the manifold pressure came back up – end of problem. One way to avoid carb ice, a way practiced by a lot of helicopter pilots, is to maintain 35° C carb air temperature except for take off, full power climb, and landing. This will absolutely work in airplanes too. Obviously it requires a carb air temperature gauge. However, I have had carb ice in automobiles, leaf blowers and garden tractors.

The chart is conservative in as much as I believe it illustrates the theoretical limits of when ice can form. It does not take into consideration the features the engine and aircraft manufacturers have provided to reduce the exposure to total intake system ice.



However, the article is a perfect story because it shows the way not to do things.

~ Ole Sindberg ~

*Mike continues:*

The Cessna 172 that I fly regularly has a carburetor-throat temperature gauge. Even though this one happens to be all the way over on the right side of the panel, I include it in my regular scan, especially when I am in the traffic pattern for landing. I think having one of these on a panel makes a lot of sense. Having one just for the single purpose of keeping out of trouble during enroute flying is enough because carb ice is encountered so seldom that we can't practice identifying its onset like we do with things like pre-stall buffet. But beyond that, there's another advantage.

Many pre-landing checklists call for the application of both carb heat and full-rich mixture. In this configuration, the engine is robbed of a significant amount of potential maximum power. Of course part of a go-around procedure includes the removal of carb heat, but it's a separate action, and one that can be, and is often, forgotten. On the other hand, applying carb heat only when the need is indicated rather than by rote as part of the landing checklist simplifies the go-around procedure. And since the application of carb heat typically bypasses the air cleaner, you're only sucking dirt into the engine when the gauge indicates carb heat is actually required.

One could argue that panels are already crowded enough, but I am left to wonder about the potential value of this little gauge.



## Taylorcraft Restoration Continues

**K**en Kresmery helps Ron Liebmann work on fabricing one of the control surfaces of the Taylorcraft, under restoration at the Elgin shop. The plan is to get fabric and primer paint on the aircraft before the weather turns cold again. If you'd like to visit the shop while the work is in progress give Ron Liebmann a call. Phone numbers and directions are on page 9.



*Photo by Tom Solar*



## Meeting Notes

### Last Meeting

On June 28th program, Raj Upadhyaya gave us an excellent presentation on his recent flight from Las Vegas to the Grand Canyon in a Diamond aircraft he rented and flew from Las Vegas with an instructor. We're glad Raj was able to share his story with us, his learned insights into the Grand Canyon flying experience, his still shots, and his video segments. The sights out the window were amazing.



Also, Abbie Friddell presented our second 2005 scholarship award, in the amount of \$350, to Tim Alfeld. Tim and his mother were at the meeting to receive the award which will be used for flight instruction. We are very proud to have Tim as a member of our chapter. The list of Tim's achievements at his young age is quite amazing. We look forward to following Tim's aviation career.

Dan Majka gave a short talk on "Surviving Oshkosh." Maybe someday he'll write down his 20-year-plus wisdom for the newsletter. Or write a book? He is certainly the Tony Bingelis of Oshkosh camping and airshow-watching.

### Partial Suggested Checklist:

Meals – *Off-schedule (will reduce line-standing time)*

Sunglasses – *As Required*

Tents – *Secure against possible winds exceeding 20 kts.*

Showers – *Flip-flops ON; avoid the foot buggie-wuggies*

Unintended separation – *PRESET re-rendezvous location*

Rain soak preparation – *Extra Parashoes*

Sunscreen - *ON*

Frequent drinking - *MANDATORY*

Showers – *Off-schedule*

Cell Phones – *CHARGED*

Hat/Cap - *ON*

### Next Meeting

Because of AirVenture, our next meeting will be held one week early: Tuesday, July 19, at 7:30pm at the Barrington Public Library!! We'll have our final discussions about volunteer activities, food and camping prior to heading off to AirVenture.



*Meeting Notes photos provided by Jay Friddell*

## Ken and Polly's 2<sup>nd</sup> Annual Day at the Hanger!!

Poplar Grove Airport, Saturday, August 20, 2005. Lunch at 2 PM, Italian Sausage and sweet corn. Bring your kids, your friends, a blanket for the grass, a side dish if you wish, and something to sit on.

- Ride in a 1979 Rolls Royce built for a prince
- Ride in a 1931 rumble seat Model A Ford
- Bet on the Model T race
- Sign up for the parachute jump
- Ride or fly an airplane



Located in the new hangers at Poplar Grove Airport

Enter off Orth Road (museum entrance). Take the first left, look for Ryan Blvd. Kresmery's address is Ryan Blvd. MD 4 & 5. (To drive to Poplar Grove airport, take I-90 west to Genoa Rd, Genoa Road north to Route 76. Go just past the airport to Orth Road. Turn right on Orth.)

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

- Century I Autopilot controller; can be used as Turn and Bank - \$200. 14V, Average condition
- Ram Yoke Mount for IPAQ, GPS, or PDA - \$30. Excellent condition

All items removed from N40LE in operating condition. Money-back guarantee. **Contact Ole Sindberg (847) 639-5408 home, (847) 826-1935 cell.**

**For Sale:** One large box-type 47" long fixture; steel box is 20" wide, white, flanges at the top extend 23 3/4 inches, sturdy lens for even light distribution with hinges for easy bulb installation. Two other fixtures, narrower 4-bulb units for fitting between the joists of a basement. Free to any Chapter 790 member. **Bob Gerhold (847) 537-8391.**

**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 both. **Call Ken Rentmeester (847) 372-9374**

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**

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## Calendar of Events

2005

July 19 (Tue) ..... Chapter Members Meeting  
(1 week early due to AirVenture)

July 25 - 31..... AirVenture 2005

August 20 (Sat)..... Ken & Polly's Day At The Hangar, Poplar Grove

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

### **Recognizing Our Members**

*(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 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.**

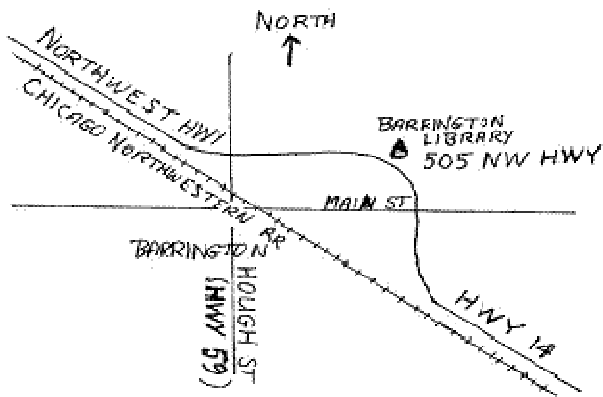
**Phone: (847) 382-4180**

**Email: abbienair@cs.com**



## 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.

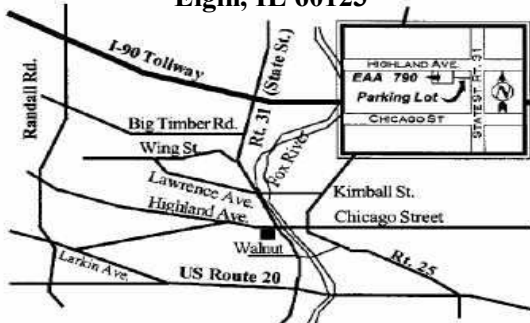


### Elgin Workshop

The shop has stayed open this Spring & Summer 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 heat of Summer to do the job right. The tail surfaces are thru the rib stitch stage and the ailerons are being stitched now. Next will be the fuselage after Air-Venture is behind us.

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-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](mailto:sspangler@eaa.org), or call (920) 426-4827(work), or (920) 685-5457(home).

**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.**

**Boat For Sale:** 1998 Sea Ray Bowrider and trailer, 18 ft with 135 hp Mercruiser outdrive, P.S., 100 hrs. since new, swim deck, AM/FM, covers, many extras. Like new/mint condition. \$12,000. **Call (847) 639-7257.**

### Avionics for Sale:

- Davtron Digital Outside Air Temperature Gauge - \$65. Model 301C 12/24V, excellent condition
- Audio Panel, King KMA20 with markers - \$225. 13.7/27.5V, good condition except outer marker reception weak
- Nav/Com, King KX165 w/ glide slope and RMI - \$2000. 28V, interfaces directly to HSI w/o any converter, excellent condition
- Transponder, King KT78A - \$600. Very similar to KT76, excellent condition
- GPS, Apollo 2001 panel mount - \$200. 12/24V, excellent condition

*(Continued on page 8)*

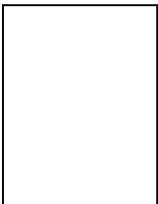
## Pre-meeting Checklist

- ✓ 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](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.

### NEXT CHAPTER MEETING

Our regular chapter meeting will be held on July 19, (one week EARLY) due to AirVenture, which will be our primary topic for the evening. The meeting will be at the Barrington Library and will start at 7:30.



The Leader In Recreational Aviation



EAA Chapter  
790  
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