

Winds Aloft



P.O. Box 1206 Barrington, IL 60011

www.eaa790.org

Meeting Date Changed to May 31, the FIFTH Tuesday!!!!

Our meeting this month will be held **May 31** at the Barrington Public Library. Usually meetings are on the fourth Tuesday of the month. But Lon Danek reports that due to a schedule conflict at the library, our May meeting will be held on the fifth Tuesday, May 31. The meeting time will be the same, 7:30. As always, the meeting room doors open at about 6:45 for all of you who want to catch up with friends. Next month, the meeting will resume again on the fourth Tuesday, June 28.



MAY 2005

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The S..Q..U..E..E..Z..E.. is on !

It's Out!

by Dean May

I wish to express my sincere thanks for everyone who came and helped me extract my airplane from my garage. Your support, work and ideas were the key to this day's success. I know I would not have been able to accomplish this without your help.

On Sunday, May 1, several members of EAA chapter 790 gathered in at my place in Woodstock to see if it would be possible to move an airplane with a

(Continued on page 4)

2005 Young Eagles kickoff a success

by Tom LeGates



Rich Oleszczuk with some smiling Young Eagles

Our first rally for 2005, on April 30, got our Young Eagles season off to a good start. Despite some cloudiness and cool temperatures, and a stiff west wind that added to the chill, 5 pilots and 3 airplanes provided rides for 33 kids. Our fearless leaders Dwight Zeller and Ron Palascak provided their usual excellent overall coordination for the day. Barb Wilson and Deb Kimball handled registrations and certificates at the main desk, while pilots Nancy and Larry Blazyk (Cessna 182), Rich Oleszczuk and Abbie

(Continued on page 5)





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From Dana.....



by Dana Holladay

Recently I logged my 5000th landing in fixed-wing aircraft. This milestone in my flying career made me pause and reflect on the past 16-plus years of flying. When I started taking flying lessons, I had no plans to train beyond the private certificate. I just wanted to be able to rent a plane now and then to “slip the surly bonds,” and thought maybe someday I might build my own plane. Well, the years went by and I added an instrument rating (which I never use) and was fortunate enough to work for American Flyers for a little over three years, during which time I added the commercial and flight instructor tickets.

My first passenger as a newly minted private pilot was my wife, Jill. She reluctantly flew with me about 2 weeks before our daughter Nikki was born, and I guess then, in a way, Nikki was a passenger on that flight as well. Now Nikki is a freshman in high school.

I work full-time as a flight instructor and aircraft mechanic, get to test fly and teach in all sorts of airplanes, and I even fly upside down from time to time. After decades of searching for the right career, I have finally found it. Nothing beats driving to the airport every day and not knowing whether it's Monday or Saturday, and not caring either way. But by far the greatest reward for all the hard work and money I've dumped into my aviation education is sharing it with others and watching them learn and have fun. To me, small airplanes are still more like magic carpets than anything else. Students often ask me if I ever get bored while flying or tired of teaching, and my answer is always the same...never! ✈

May 3 EAA Chapter 790 Board Meeting

- **Young Eagles Rally:** Last Saturday we flew 33 kids in 3 aircraft using 5 pilots. The next rally date is May 21st at Lake in the Hills airport. We have 21 known kids so far. Ron Palascak will be running the rally. Poplar Grove rally that is set for August 27th needs to have a confirmation from that airport.
- **Young Eagles Coordinator:** Dwight Zeller will be moving to Door County in a few months, so we will need to find a replacement as Young Eagles Coordinator.
- **Young Eagle Credits:** There was a motion made to offer Tim Alfeld half of the funding necessary for him to go to the Advanced Air Academy pending his qualification. This motion passed.
- **Young Eagles Opportunity:** There will be a Boy Scout Jamboree October 7th - 9th at Rockford airport. We may have as many as 2,000 Young Eagle applicants possible. Chuck Jansen wants to be at the May meeting to talk about the “airlift”.
- **Chapter 89:** There will be a P-38 pilot at the chapter 89 July 6th meeting at the Elk Grove Village Library. We are welcome to attend.
- **Work Weekend:** Work weekend at Oshkosh will be the first weekend in June. Bender house will be open for those helping out. We will be looking at the possibility of having a permanent shack for the carts program during the convention.
- **Video Library:** Ron Liebmann has the video library up and running, again.
- **Chapter Banquet:** There was some discussion about the possibility of moving the banquet from March to April. This will be brought up at the next meeting.
- **May Meeting:** May 31st general meeting Mark Long will speak on a new experimental carbon fiber kit airplane. **This meeting is the 5th Tuesday.**

Respectfully submitted,
Nancy Blazyk
Treasurer



(It's Out! continued from page 1)



12-foot wing-span through an 8-foot wide garage door. Also on hand were representatives from Delta Hawk

engines factory and several members of my immediate family. Speculation had been expressed as to whether it was even possible. Some even offered the use of their chain saw to help get the airplane out of the garage. Ever since I started building my Velocity in my garage, I was wondering how easy it would be removed. Over the years, I measured, calculated, and even did some modeling, but until this day, I wasn't



entirely sure. I was thinking and hoping that I would have something like 3 inches to spare, but as it turned out, the wing was about 3 inches too long. This resulted in a lot of head scratching, suggestions, and jokes. Eventually, we

ended up dismantling the frame around the garage door, and the use of a skill saw, as seen in the pictures. A cheer went up as the wing managed to pop outside of the doorframe.

The next step was to place the airplane in a specially built cradle I built to allow us to travel on the highways without needing an oversized load permit from both Illinois and Wisconsin. This meant tipping the airplane on its side, ninety degrees to the horizontal. We then strapped it to the trailer and cradle and drove to Racine, Wisconsin. Delta Hawk intends to use my airframe as a template for their firewall forward (backwards) package they intend to supply as an option with their engines. The advantage to me in this arrangement is that Delta Hawk will do the engine



installation for me, using their expertise.

Again, thanks to everyone for your help and advice. 😊

(Photos courtesy Dean May)



The Safety Corner

by Mike Perkins



While the FAA continues to get the word out on runway incursions, it is also creating a database of runway incursions with an automatic system of severity ratings (A, B, C, and D, with A the being most severe). This is needed to categorize results in a consistent manner so they can be evaluated by the FAA and IACO. The rating system has implications mostly into commercial and military operations. So why is the FAA rating them automatically (by evaluating 20 – 30 parameters and letting a computer decide) now and not before? It is, at least in part, due to commercial traffic densities becoming higher.

Conditional clearances at busy commercial airports work out pretty well when everyone plays by the script. But where the pilot is given the instruction to taxi after say another aircraft has landed, confusion between different aircraft can cause problems. At best, it causes numbers to be added to the FAA's database of runway incursions. At the very worst, well, things happen pretty fast at 130 knots. But what about runway incursions at the GA level?

There are some specific things that we should watch for. Where there are two or more intersecting runways at an uncontrolled field, especially when the wind favors more than one runway, proper radio use becomes more than

(Continued on page 5)

(2005 Young Eagles continued from page 1)



Barb Wilson and Deb Kimball kept our paperwork in order

Friddell (Cherokee 180) and Lon Danek (Cessna 172) did the flying. Our ground crew, including Jenny Kimball, Tom Jackson, Tom LeGates and Sten Johnson (apologies to anyone I have forgotten to mention), got the kids safely to and from their flights, and kept the aircraft flowing smoothly.

We'd like to especially thank Mary Berberich, from the Crystal Lake Cub Scout Pack, who arranged for many of the kids to be at the rally that day. Hopefully this will provide us a connection to other



Larry Blazyk buckles in his next Young Eagle riders



Tom Jackson helps Lon Danek find a parking spot

scouts to participate in our upcoming rallies.

And for those of you who receive this prior to May 21, our second rally of the year will be on that Saturday, out at

Lake In The Hill airport. We'd love to have you come out and spend the morning helping kids have an exciting flight experience. Hope to see you there!



Abbie Friddell helps a Young Eagle understand how an airplane maneuvers in the air

(Photos by Tom LeGates)

(The Safety Corner continued from page 4)

important. This is especially true if you can't clearly see all parts of the runways and all segments of the traffic patterns from where you sit. Being intelligible over the radio is essential; perhaps this means asking for a radio check every now and then. There is nothing worse than a touch-and-goer in the pattern with a bad mic. It also means active listening, perhaps with a kneeboard to jot quick notes. In any case, radios or not, it is important to keep your situational awareness alive at all times. This means a "sterile cockpit" anytime you're within five minutes of the airport and at all times when you're on the ground.

Another thing we should watch for is pilot pressure. The busier the airport, the more each PIC feels pressure. Pressure is a line of idling traffic behind the pilot who is holding short while at the same time the landing traffic pattern is full. Pressure is a nice day when so little space exists between landing aircraft that many minutes go by while lots of engines, idling hot, wait on the ground. I have seen pilots, holding short, assume the landing airplane will take the next exit but then watch while it slowly rolls down the runway towards a more distant taxiway, forcing the airplane on short final to go around. I've also seen two airplanes needlessly on the runway at one time. Needlessly because anyone on short final should not even think about landing when there's still another airplane on the same runway or taking the runway while another is still on roll-out.

Reporting is one big difference between commercial and general aviation. I doubt in GA operations that many of these missteps are reported as a runway incursion incident. It's not good practice to tolerate runway incursions, and ultimately, something that is not good practice usually detracts from safety in some way.

Between situational awareness and not falling prey to pressure, we can easily reduce runway incursions and overall airport safety.



Blown in from the Winds Aloft

Ken and Polly's 2nd Annual Day at the Hanger!! Poplar Grove Airport, Saturday, August 20, 2005. Lunch is served 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. The party will be in Ken's hanger in case of rain. Some things to do while you're there, courtesy of Ken and Polly:

- ◇ Ride in a 1979 Rolls Royce – built for a prince
- ◇ Ride in a 1931 Model A Ford – it has a rumble seat
- ◇ Bet on the Model T race – Two T's at the airport
- ◇ Sign up for the parachute jump – Old chute but in great shape

Ride in, or fly, an airplane.

Ken and Polly's Hanger Day will be in the new hanger area 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.)

From Jeff Wilson - Just a friendly reminder you can order your **EAA Chapter 790 Shirts** through our **Chapter Website**. Just go to <http://www.eaa790.org/790-logowear.htm>. I just received my shirt today and Barbara and I think the shirt and the

hat **look really, really good!** (Don't worry, unlike the Model-T, you can get colors other than black!) You can also order additional items other than the default Shirt (like the Hat I ordered above) by going to the **Embroidery-Just-For-You** website. Then give me the order-code and options. I will get them added to our Bulk order to save you the shipping. Please remember that your orders need to be in by the May Chapter Meeting **May 31st** to be included with the Bulk Order and get free shipping. Please let me know if you have any questions.



Andrew Krein from the **National Weather Service** office in Romeoville gave an excellent presentation to our chapter on the web-based services offered by NWS two months ago. This free service is now in danger of being eliminated due to some **fast politics** brought on by a senator from Pennsylvania, the state where **AccuWeather** is based. The proposed legislation, specifically directed at the NWS, would prevent them from offering free web services in the case where a commercial system has been established or could be established.

The chapter Work Weekend Party at OSH is planned for June 3, 4, and 5. Put it on your calendars!

Overheard

AOPA president Phil Boyer expressed himself candidly on camera during a media interview concerning the recent C-152 blunder into the Washington ADIZ. This blunder caused the sudden evacuation of the White House, Capital Building, and Supreme Court. In all, 25,000 people were swiftly uprooted from their legislative and court careers to be escorted to safer locations.

Part of the Phil Boyer, interview was quite serious and aired some of his frustration and wit, including his statement, "I shook my head in frustration.... It is absurd to me that there is a pilot as close as the Pennsylvania border to Washington D.C. that is not aware of the (restricted) airspace."

But another segment, not aired, was placed on the AOPA website as a streaming video under the heading, "Meet the press - sometimes it's funny." Moving close to the camera, as if to whisper to a small group, Phil said, "You members do not pay me enough to go through this." Later, in a standing pose, he announced, "I can defend stupidity up to a point, and then I begin to wonder."

~Mike Perkins~

Needless Unwelcome Visitors

by Mike Perkins

Get out a black marker. Draw a straight line between Smoketown, PA, and Lumberton, North Carolina. Your path will not encounter any big thick red semicircles and no hashed magenta warning areas. Indeed your marker will encounter at least two merged Class B airspace areas, but flying low, your ink takes you under the floor of the rightmost Class B airport. And then the F-16s and Blackhawks come for you.

This TFR has existed for well over two years and it ain't going away anytime soon. Yet the sectional does not contain this important clue. I guess to mark a TFR on a map might be signaling a change from temporary to permanent, and no one *we* know wants that to happen. And there are a few more scatted across the country like it. They're not shown the way the media would have you believe, as big, red semicircles as plain as a stop sign in a school zone.

About TFRs, FAA says, "Just visit our website." As far as I'm concerned, the FAA website is hard to use. However, the web-based flight-planning services offered by EAA and AOPA are really easy to work with. In about 30 seconds, I can get my computer to display a flight plan map for my route, with all TFRs shown for my entire route.

Life changes, folks. The best way to avoid trouble anymore is not a WX briefing but a web briefing. What's better than a picture? And there *are* red hashed circles on *these* maps. You can even print them. As an EAA member, the service is free. As an AOPA member, the service is free.

I get the feeling somehow that it's not going to take too many more incursions like this before some high-ranking anti-GA politician says, "Hey, let's stop this evacuation nonsense and (.....)..." Fill in the rest for yourself, but it won't be good. If you're not online, get online. ❄

Meeting Notes

At our April meeting, Steve Marquette gave a presentation on the construction of his Kolb Firestar. The tube and fabric project has been eight years in construction. The Firestar likes to cruise at about 65 mph, which fits Steve's desire to fly low and slow. What remains on his project is mostly painting and final assembly. Being a night owl of sorts, he did nearly all of his work on it between 8 PM and 4 AM. During that time, he says he had several early-morning epiphanies. He also said that his project was a path of personal discovery, which included at least one Dark Night of the Soul.

Also, Mark Long gave a short presentation on the new Algie aircraft, a graphite composite aircraft with molds being under construction now. It's a long-term project which has now reached the stage where Algie is taking orders. Mark will return for our May meeting where he will give a formal presentation on the project. ✍

Chapter Young Eagles Credits Available

The credits awarded to Chapter members for flying Young Eagles are available to be awarded to a worthy candidate. We're looking for a young person between 12 and 18 years of age who wishes to attend one of the Air Academy's week long sessions at EAA in Oshkosh. The credits this year will amount to a reduction in cost of the Air Academy session by about \$200. If you know of a worthy young person who would like to take advantage of this award, contact Dana Holladay or any board member with your applicant's name and qualifications. ❖

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)

(Buy, Sell Or Trade continued from page 9)

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
- 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.**

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

Calendar of Events

2005

May 21 (Sat) Young Eagles, Lake In The Hills

June 3 - 5 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 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.

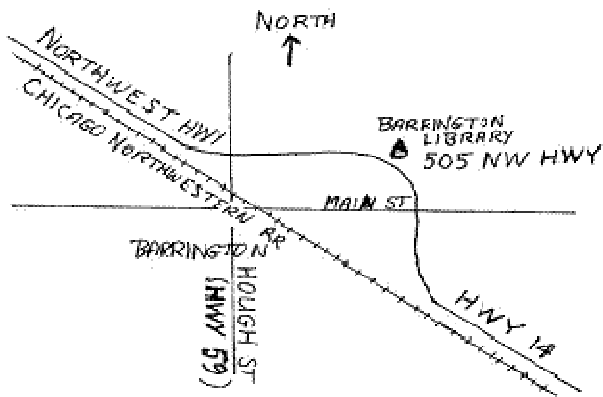
Phone: 847-382-4180

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DIRECTIONS, ETC

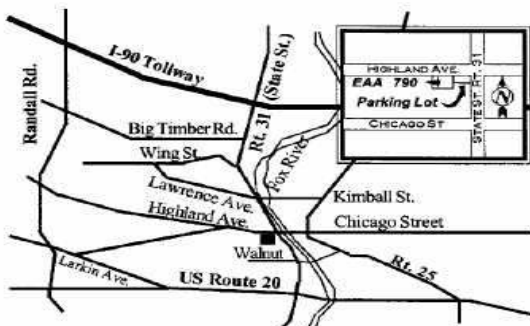
Regular Chapter meetings are held on the fourth Tuesday evening of each month (except July) at the Barrington Public Library. Meetings begin at 7:30, with a social "hour" preceding. The Library is located on Highway 14 between Main St./Lake Cook Rd, and Highway 59 (Hough St.) in Barrington, Illinois.



Elgin Workshop

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

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



Buy, Sell or Trade

Classified ads may be submitted by any Chapter member free of charge. They will run for about 3 months unless canceled or renewed. Non-Chapter members and sponsors may purchase a business card size ad for \$100 per year. Ads for shorter periods are \$10 per month

For Sale: 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: 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: 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.

For Rent: Poplar Grove hanger space (T5). Spacious, clean, unheated steel hanger with power lift bi-fold door. \$180 per month. Located a short distance from the main office. Looking for a renter for 1.5 to 2 year time frame. Call **Mike Smith** (630) 876-9344 or msmith@reedbusiness.com

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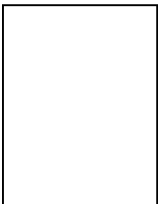
Pre-meeting Checklist

- ✓ 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.

NEXT
CHAPTER
MEETING

IMPORTANT NOTICE: Our regular chapter meeting will be held on May 31, **NOT ON MAY 24.** The meeting will be at the Barrington Library as usual, and will start at 7:30. This change is only for May, and we will return to our normal meeting night on the 4th Tuesday in June.



The Leader In Recreational Aviation



EAA Chapter
790
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