

Winds Aloft



P.O. Box 1206 Barrington, IL 60011

www.eaa790.org



OCTOBER 2005

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Tom Barnes's RV-6

by Raj Upadhyaya

On a particularly severe clear Saturday, I rented a plane out of DuPage Airport, with the intentions of going on a cross country to Madison. I checked DUATS and saw it was going to be a great flight all the way. To make it a bit more challenging, I thought it would be fun to do some pilotage and find Poplar Grove airport. I had flown over it a few years back, but I had never landed at the airport. I figured I would do one landing and then fly almost due north to Madison.

As it was a particularly clear day with just a few bumps at altitude, I saw many other aviators flying on this Saturday afternoon. I saw a plane take off from Casa De Aero and I did a 360 turn so I could keep him in site. I called in on the CTAF for Popular Grove and figured out what was the active runway. I then heard "Popular Grove Traffic, Experimental 442TB is entering a 45 for left downwind RWY 12. I have the traffic in downwind for 12 in sight." I wondered if that was the same plane that took off from Casa De Aero so I inquired, "Experimental landing Popular Grove, did you take off from Casa De Aero?"

"Negative, I took off at Lake in the Hills, but I have you in sight." The voice sounded familiar, so I inquired, "Experimental landing Popular, is that you T-Bone?" The answer came back affirmative. T-Bone is a nick name that not everyone knows, but it was Tom Barnes nickname when he worked with my wife, Jill at United Stationers. "Tom, this is my first landing at Poplar Grove. This is Raj.."

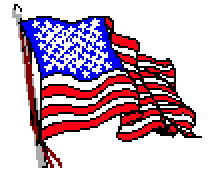
I wasn't sure that Tom exactly knew who I was, but we landed in short succession. When I landed, I took up most of the runway and back taxied on the taxiway. Tom landed in about 1/4 of the runway, and actually taxied in front of me.

(Continued on page 4)





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From Dana....

by Dana Holladay

Greetings, everyone!

Whatever you do, don't go the Barrington Library this month on meeting night, unless you want to do some reading and miss the annual Chapter 790 auction. We will be meeting at the Elgin Workshop for an indoor picnic and auction which will provide a couple of opportunities. First of all, you can see up close the restoration work which has been completed on the Taylorcraft. Second of all, you can purchase or sell some cool stuff at the auction and help the chapter treasury in the process. Aviation-related items are preferred but not mandatory. I'm guessing everyone has something collecting dust that someone else might find attractive, so see what you can dig up and bring it to Elgin. Ron Liebmann will run the show and is making sure we will have some chili to eat, and the membership is encouraged to bring a side dish or dessert to add to the party. It will be a great time, so don't miss out!

On a different subject, I recently had the opportunity to fly another Light Sport aircraft manufactured by the German firm, Comko-Icarus. Last time it was the C-42B, a high-wing, two-place, tricycle gear aircraft with the Rotax 912ULS engine. This time I flew the Breezer, which is a low-wing, two-place, sliding bubble canopy plane with the same engine. As with the C-42B, I was very impressed with the engineering that went into this plane and anyone in the chapter who wants to can take a free test ride with the regional sales rep. Bob Gerhold has also flown both of these aircraft and a little bird told me he really likes the Breezer! If you are interested in checking out either plane, send me an e-mail and I'll put you in touch with the rep, Eric Dellenbach. You can also check out these and other Comko-Icarus planes at www.sportsplanes.com. After watching the Sport Pilot rule evolve for over a decade, it is nice to finally fly some of the new planes that comply with this rule. They are still not what I would call inexpensive, but are relatively much lower in cost than most new planes. Let me know if you want to give one a try! You'll be glad you did. See you at the meeting.



October 4 EAA Chapter 790 Board Meeting

Call To Order: The meeting was called to order by Dana Holladay at the Schaumburg Airport terminal building.

Young Eagles: There was some discussion about the Fly-in Boy Scout Jamboree at Rockford Oct 7-9th.

790 Shirts: Jeff Wilson has 4 shirts left to distribute.

Scholarship Committee: The scholarship application was passed out among the board members for the '05-'06 year. There will be at least 1 \$500 prize, perhaps a second. February 29th is the new cut-off for the scholarships.

Treasury: We will start taking dues at the November meeting. Calendars will be given out, again.

Banquet: The spring banquet will be on April 22nd at Emmett's.

Katrina Fund: There was some discussion of donating to a Hurricane Katrina fund. If we can find anyone that would match, we might consider putting \$100 toward a fund.

Auction: Everyone (board members) MUST bring something to auction. The seller may designate how much of the profit may go to the Chapter fund, Scholarship fund, etc.

Suggestion: A suggestion was made by Ole Sindberg that we need to keep a current list of airplane projects. Also, would like to have more O'Hare tower visits, propeller shop visits, builder's reports, etc.

Meeting Place: We will have the Barrington Library for meeting through next August. However, it is not available to us in July. July 18th meeting will be held at the restoration shop in Elgin. "A kick-off for Oshkosh".

Next General Meeting: Chili Cook-Off and Auction! October 25, 2005.

Respectfully submitted,
Nancy Blazyk, Co-Secretary



(Tom Barnes's RV-6 continued from page 1)

We stopped near the FBO, and Tom was able to show me his RV-6. It is a very well built RV, and Tom had his first flight in 2004. Tom worked for approximately 10 years on his RV-6, and made a very well crafted RV. It is currently unpainted, and Tom plans on painting it himself sometime soon. He is currently too busy having fun flying his RV-6 to paint it at this time. He has approximately 153 hours on the airframe.

We chatted for awhile and he gave me a tour of his hanger on the other side of the field. Tom offered, "If you can get to the airport at 7:00 AM tomorrow, I am going to fly somewhere for Sunday morning breakfast." Tom didn't have to ask twice, and I told him I would be here bright and early for the flight.

The next morning, I met with Tom at his hanger. He was already pre-flying his airplane as I pulled up. Tom had called ahead and found out that the best place for breakfast this Sunday was a fly-in at Viroqua Airport in Wisconsin. It was another "severe clear" day.

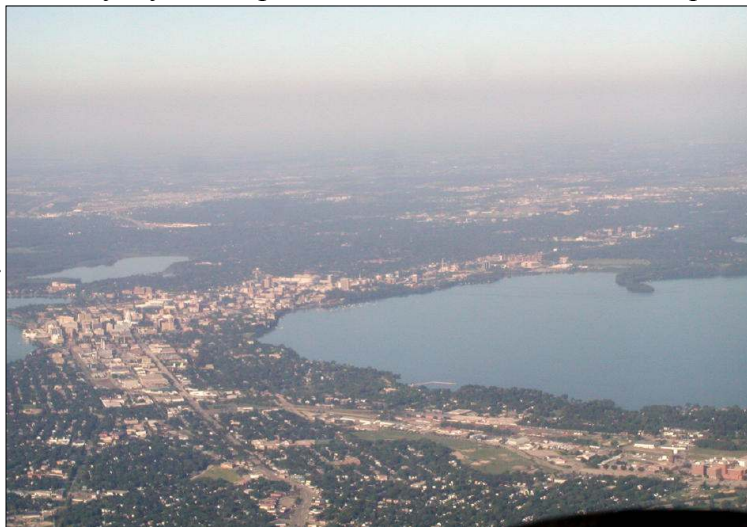
We took off on Runway 30. Tom's RV-6 has a great climb rate compared to the Warrior I flew the day before, so we were easily climbing to altitude at approximately 2000 feet per minute. Tom needed more fuel and he was part of a fuel cooperative at a grass strip near Popular Grove called Palmyra Airport. Palmyra is a bit Northeast of Popular Grove, and it would give Tom a good opportunity to demonstrate his grass strip landing abilities in the RV. We landed at Palmyra and took on fuel. We were soon airborne again.

The flight to Viroqua would take us through Madison's Class C airspace. Tom has equipped his RV-6 to be a very capable IFR platform. The panel has a Garmin 430 with a slaved HSI to it. He also has an EFIS from Dynon. Tom dialed up the approach control frequencies on the Garmin and contacted Madison Approach. He got into the lineup for Viroqua which was quite busy for a Sunday morning. This fly-in was bringing aircraft in from all over the state, and as the pilot-in-command, Tom got a free breakfast from the fly in.

At Viroqua, we ran into Dick Martin. Dick is a RV-8 builder and racer. He currently flies the world's fastest RV-8 at 246 MPH. Tom talked to Dick about modifications to make his RV-6 faster that it currently is. There are a few MPH that can be squeezed out of

wheel pants, different inlets and a different composite prop, and Dick gave us info on his modifications.

On the way back from Viroqua to Popular Grove, Tom let me fly his airplane. The stick controls were quite



responsive and accurate. I was able to keep altitude with two fingers on the stick and it felt really tight to the controls. I asked Tom how I was flying, and he told me I was porpoising a bit, but that may have been because the artificial horizon was in front of Tom, and I was trying to keep it straight and level by looking at only the altimeter and the VSI.

We got back to Popular Grove, and Tom took over the controls. I worked his radio calls on downwind, base and final and Tom did a great landing on the asphalt runway at Popular Grove. As we ended our Sunday morning together, Tom remarked, "These are the days we live for."



Article photos by Raj Upadhyaya



Meeting Notes

Last Meeting

Tuskegee airman **Bob Martin** gave an excellent talk on his P-51 WWII experiences at the September 27th general meeting. He focused on his training and his many missions into Germany. The presentation concluded with questions and answers, and Tom Solar presented Bob with a "Merlin" piston.

Next Meeting

Dana Holladay reminds us: October's general meeting will be the **Chapter Auction** at the Elgin Workshop. The meeting date remains the same, October 25. Bring something to auction and wads of cash. It does not have to be aviation related; among other interesting things, last year's auction saw a copper serving tray sold. You can donate the item so that the Chapter receives the monetary benefit, donate a portion to the chapter, or you can bring the **booty** home for yourself.

The Second Annual **Indoor Picnic and Chili Cookoff** is also at the October 25th meeting, starting at 6:30. Bring your best chili with you or your appetite, or both!

Next Board Meeting

The next board meeting will be held Tuesday, November 1, 2005, beginning at 7:30 p.m. Board meetings will be held at the Elgin Workshop unless otherwise noted, located at 219 W. Highland Avenue, Elgin. All chapter members are welcome to attend.



Blown in from the Winds Aloft

The Chapter 790 **Scholarship Committee** is getting ready to **receive and review** applications for the Chapter's **2006** scholarship award. Look for details in the November Winds Aloft, including the application form.

Renewals for 2006 will begin at the **November members meeting**. Again this year early renewals will receive a **2006** EAA World Of Flight **calendar**, so bring your cash or checkbook and sign up for another year of camaraderie and great activities.



The Safety Corner

by Mike Perkins

The annual is done, and now it's time to fly. The official term is "condition inspection." But in addition to inspection, often there's work performed. At the very least, inspection covers are removed, cables are checked and tightened, fittings, bearings, and rod-ends greased, and numerous limits checked. In the course of all this, things might not get put back together right. So your first flight following a condition inspection is sort of a test flight. Realizing this, you might approach that flight differently. Ideally it would be with more caution. And perhaps your preflight inspection might be a little more thorough.

Between condition inspections, your aircraft is bound to have some things go wrong. Sometimes what's happening isn't obvious. I was on a long cross country to pick up my son. The Cessna 172 is a nicely-kept 1965 model with a generator instead of an alternator. It has a habit of tripping the 35-amp generator breaker, and blowing the warning light out. There's no ammeter or voltmeter, so the only indicator of anything electrical is the red light.

On this long trip, I periodically checked the generator breaker; it was staying put. I picked up my son and started back. Halfway back, the strobe noise in my headset slowly changed from a regular whoop-whoop to something that resembled arrhythmia. I got curious and shed some electrical loads; it became regular again. Putting the loads back, it went back to irregular. Obviously the battery voltage was dropping, yet the generator breaker and the warning light remained normal. That meant the charging system wasn't working and that I'd have a dead battery soon.

Without an electrical system in a 172 on a day flight, it's no big deal. Such a landing would simply be without flaps and radio. But I wanted my transponder on when passing Peoria's class C airspace near home, so I shed as much load to save the battery as I could. Even still, I went around the pattern at Havana with the flap motor barely groaning.

The aircraft went into annual, and the only squawk was the errant generator and warning light. The regula-

(Continued on page 6)

Letters

Although we might question whether, as a non-profit organization, if it would be appropriate to promote one company over another, I'm constantly finding better (more customer-oriented, timely, competitive pricing, etc.) sources for various aircraft and pilot supplies, as well as insurance. Recently, Michael & Kim Monreal referred me to Boncosky Oil in Elgin for competitively price Aeroshel oil. Searching for replacement lamps for my Grimes rotating beacon led me to www.SkyGeek.com where a call to their toll-free number provided a quick alternative to the rare original and at a price half that of Aircraft Spruce.

If you and Mike feel it would be inappropriate for "Winds Aloft" to include such information, perhaps we could develop an "off-the-record" list of sources. Or, maybe I'm just now finding out what others have already discovered. Just a thought for your consideration.

~Bob O'Quinn~

Editors reply: There is nothing that says a non-profit organization can't publish suggestions as to where to get parts cheaply. We appreciate being able to let our chapter members know where the good deals are and encourage others to do as you did – write us with the details!



(The Safety Corner continued from page 5)

tor was replaced and service was done on the generator. The Cessna's owner then happily flew it from Canton to Havana and tied it down.

I like to fly at night, and my Kitfox isn't equipped with external lighting, so I fly the Cessna when I want to be airborne after dark. While the Cessna was in annual, I was itching for a night flight and when it came back I thought about taking it up for one with my wife. Confidence was high that with the generator serviced and the regulator replaced, things would be fine. But I thought better of it because something the owner said to me was bothering; the line item on the bill for the service to the generator was \$35.

I don't know what you can get for \$35 on a generator, but it can't be much. So we watched a good

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Taylorcraft Update

Things are going well on the project with the fuselage almost ready to cover. The wood stringers are all in place as well as the floor boards, the controls and cables, the baggage rack is in and the canvas seat is about to be sewn to the tubing. After that comes the fabric. The ailerons, stabilizers, elevators and rudder are already covered. The wings are done except for the wingtip lights which need a little welding of the mounting plates to be done yet.



The instruments have been sent out for rebuilding and refacing. We are having them done in antique white (cream) with black numbering. Then the instrument panel, which needs lots of remaking, will

be professionally wood-grained in burgundy cherry-wood. The interior upholstery will most likely be done in burgundy and creme fabric. The exterior of the plane will be done in an overall cream (Daytona White) with metallic burgundy trim. We have a new wood prop already.

The crew is made up of, in random order, Lon Danek,



Rob Strickland, Jim Bertoglio, Don Jenerick, Al Short, Bob Koif, Carl Geiger, Tom Solar, Ron Palascak, Bob Gerhold, Bud Herod, Dan Pluth, and myself.

(Continued on page 8)

Recent Member Activities

Ever so often you run into an exceptional Young Eagles flight, one that gives you reason to pause. It was like that with Nikki Atwater of Havana, IL, age 10. At 1500 feet AGL I heard over the intercom: "I feel like a giant." Then on descent to the airport Nikki exclaimed with adult satisfaction and absolute certainty, "We have proved the world is large."- Mike Perkins (photo Trella Perkins)



John Cumpton with his flight instructor Sandi Randall after receiving his instrument rating August 30th in the SR20 -- on the first try! (Photo courtesy John Cumpton)

Tom Solar and Billie after their ride in the Fuddy Duddy. (Photo courtesy Tom Solar)



(The Safety Corner continued from page 6)

movie on TV instead of flying that night. The following morning, after a good solid preflight, I took it for a ride. As the flaps were reaching full retraction after the soft-field takeoff, the generator warning light came on nice and bright. The breaker had popped, too. Well, at least the warning light was fixed. Resetting the breaker and playing with the flaps under flight loads didn't reproduce the problem.

I was glad I didn't experience the problem at night with passengers when electrical loads and pilot loads are just a little higher.



Calendar of Events

2005

October 25 (Tue) Chapter Auction, Elgin Workshop

October 29 (Sat)..... Young Eagles, Lake In The Hills

November 1 (Tue) Board Meeting

November 22 (Tue) Member's Meeting, Barrington Library

2006

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

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

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

(Taylorcraft Update continued from page 6)

If I forgot someone, I'm sorry and please let me know for the next posting.

I will post an update after the fabric is on.

~Ron Liebmann, Tech Counselor/Project leader~

Article photos by Lon Danek

(Buy, Sell, Trade continued from page 9)

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

For Sale: 1/5 share of '67 Cherokee 180 N9741J. New engine Mar '05. IFR GPS, S-Tec autopilot. Flies hands-off. Based at The Landings in Huntley. \$14,500. **Contact John Fales (847) 515-3114**

Pilots: Are you current but facing a Special Issuance for your next medical? Join a small group purchasing 1/4 shares in a new Special Light Sport (S-LSA) aircraft and revert to your driver's license. **Call Bob Gerhold (847) 537-8391**

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)

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

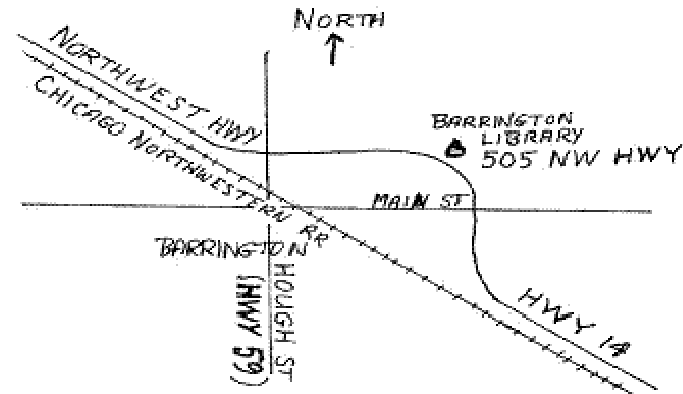
Contact John Vlasic for information, or to make suggestions for activities, i.e.: picnics, fly-outs, museum visits, etc. **Phone:(847)524-1857 Email: jvlasic@lunt.com**

Contact Rob Skalany for information or suggestions regarding Young Eagle Rallies. **Phone: (815) 459-6027 Email: bbbh2o@ameritech.net**

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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 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-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.**

Free: Three four-bulb fluorescent light fixtures. Free to any Chapter 790 member. **Contact 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 all. **Call Ken Rentmeester (847) 372-9374.**



(Continued on page 8)

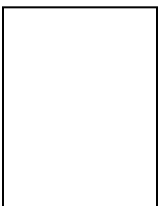
Pre-meeting Checklist

- ✓ Name Tags
- ✓ Items to be auctioned
- ✓ Cash or check to pay for the treasures you acquire
- ✓ A food item to share

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

This month our regular chapter meeting will be our annual **auction**, to be held at the **Elgin Workshop** on October 25. Please bring an item to be auctioned, for the benefit of the Chapter general fund and/or our Scholarship Fund. We will also be having a **chili cook-off** prior to the auction, so bring your appetite as well, and your favorite chili recipe if you dare. The cook-off will **start at 6:30 p.m.**, the auction at 7:30.



The Leader In Recreational Aviation



EAA Chapter
790
P.O. Box 1206
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The logo for EAA Chapter 790, featuring a red and white airplane flying over a blue globe, with the text 'EAA CHAPTER 790' and 'Barrington, IL' around the perimeter.