



# Winds Aloft



EAA CHAPTER 790

P.O. BOX 1206 BARRINGTON, IL 60011

WWW.EAA790.ORG

## My Kitfox Project Moves Along

by Mike Smith

*(Many of you will remember Mike's beautiful Kitfox project. Several years ago Mike hosted a workshop visit. Since then, he's been busy. Here's an account of his progress.....)*

In the spring of '05, I spent a considerable amount of time constructing a paint spray booth for the third bay of my garage. After much thought and a couple of sketches later I was off to the Depot with my materials list. I thought I could bang it out in a few short days... To my surprise it took the entire spring to complete. The spray booth was constructed from a collection of 2 x 4 lumber. The booth has an industrial centrifuge fan, and duct work to pressurize the space. The entire room was lined with 4 ml plastic liner with subsequent drop cloth material thereafter. The floor is covered in Kraft paper, paint fumes/overspray are vented at floor and mid levels to help control floating airborne debris.



*(Continued on page 4)*



Photo By: Jay Friddell

## EAA Family Flight Fest

by Jay Friddell

Abbie and I, in addition to Chapter 790 members, Dave and Jan Stadt, volunteered for the weekend of March 18th and 19th, at the EAA sponsored, fun weekend for museum visitors entitled, "Family Flight Fest". The theme was similar to "KidVenture," and like KidVenture, was a howling success! Scattered throughout the Museum were activities that you would recognize; straw rockets, cockpit climbs, art contests, Kiddy Airplanes, etc. Three new activities were added this time. One was a riveting workshop, the second was face-painting for the kids and the third was a pre-flight inspection challenge to find 10 inconspicuous problems. In the riveting workshop, we used scrap aluminum pieces to demonstrate the use of clecoes for clamping pieces of aluminum together prior to riveting, then, demonstrated the proper way to drive and buck rivets. All who were interested were given the opportunity to drive a few rivets and become familiar with the procedure. This was a prelude to a new KidVenture active this summer devised by EAA Director and Chapter 790 member, Dan Majka, in which young people

*(Continued on page 5)*

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## From Dana....



by Dana Holladay

**T**hey say your birthday ranks near the top of the list of events that punctuate the passage of time. As an aviator, I can say

the same is true for the arrival of spring and the flying season. Having recently experienced both, I find myself prompted to reflect on recent years and my tenure as chapter president. This relatively short period of time seems like a whirlwind and has presented me with many challenges and opportunities. It has also included twists in the road both personally and professionally that I never saw coming or imagined possible. I feel like the poster boy for the slogan "Life is what happens to you while you're busy making other plans"! Being someone who is constantly biting off more than is possible to chew certainly hasn't helped! I'm working on this...I think...

In any event, looking back I don't have any major regrets, but I wish I could have at times focused harder on some of the tasks associated with running the chapter. Fortunately, I am surrounded by "790" people, so I never find myself overwhelmed as there is always someone there to pick up my slack. This is the spirit that will keep chapter 790 strong and viable long after I am gone.

Looking forward, I am very excited about what's going on in recreational aviation and our chapter. Take a look at the calendar of events and you will see what I mean. We kick things off with the first of seven Young Eagles rallies on April 29th. We have another in May and then the first weekend in June marks our annual Work Weekend Party at Oshkosh to help prepare the grounds for Airventure 2006. The Taylorcraft restoration is steaming along and several chapter members are hosting picnics and other get-togethers this summer. Make sure you put all this cool stuff on your calendar and join in the fun! See you there!



## April 4 EAA Chapter 790 Board Meeting Minutes

1. The meeting was called to order by Dana Holladay at Pilot Pete's Restaurant.
2. We gained 10 more members from the recent mailing. We currently have 112 members, total. Our goal is at least 125 to make our budget.
3. We discussed more fund-raising ideas. Dana promises to bring raffle prizes to the next general meeting. There were other possible ideas: Maybe a hangar dance?
4. Deadline for purchasing tickets for the banquet is April 15. The date of the banquet is Saturday, April 22nd.
5. Upcoming General Meeting program meetings:
  - April- Mike Perkins-Technical Program
  - May- Traffic Chopper Reporter for Channel 2
  - June- Air Traffic Controller
  - July- Restoration Shoppe- Cook-out- Oshkosh
  - August- TBD
6. Robert Skalany discussed the 300 credits we received from headquarters for Young Eagles that were flown last year. We need to designate where the Young Eagles Credits will go. June 10th Rally- the Young Eagle Rally at Lake in the Hills Airport will include a picnic. It will begin at noon time after the flights.
7. John Vlasic has a possible fly-out to the Rockford Airport that may include the museum, a historian and lunch.

Submitted:  
Nancy Blazyk, Secretary



(My Kitfox Project Moves Along continued from page 1)



This has helped dramatically to achieve the desired results. It's a must to keep a clean booth before every big spray job.

I also grounded all large parts to prevent static clings. I hate those little buggers!

I have been busy since the fall of '05 spraying 928M. I choose to paint with the Polyfiber system and I am pleased to report their paint system is working out very nicely. Finish will be in Aerothane. The best anyone can do when it comes to painting is to take your time, practice, and understand your product and process.

As of current, all but the wings are covered in silver ready for Aerothane. The fuselage is in final stages of trim paint and decaling. Soon it will be ready to mount the standard landing gear back on. This should help me manage space more effectively. Then the rest of the airplane will follow me into the booth for final paint. Can't wait!

I contacted Lorrain Morris at Poplar Grove to assist with my interior design. She was able to find two identical hides of light tan leather from the Oshkosh Fly-Mart and proceeded to get to work. Lorrain is a wonderful person to work with and has lots of experience on how to execute designs in leather or fabric. She has done a wonderful job!



For power I chose the Rotax 912s 100hp engine. The engine has been mounted, and all plumbing and firewall pass-thrus have been accounted for. The spinner

hub has been installed and is waiting for final assembly before blades are attached. I had consulted Airmaster before making any blade choices and they recommended a 68" three blade system to go along with their very slick Airmaster 332 electric variable pitch system. Both the engine and prop together should unleash the best performance achievable for my

clipped wing Fox.

The radio stack will sport a Garmin 150XL GPS/comm. Also in the stack will be a RMI Micro-Monitor which will watch all engine parameters. A late model King transponder is also included. In addition I have an onboard vacuum pump to drive my attitude and direction gyro.



The cowling has been mounted. Extensive trimming and finishing had to be done for a satisfactory fit. Factory finished fiberglass parts were far from being ready for paint. Still need additional cowl venting for my oil

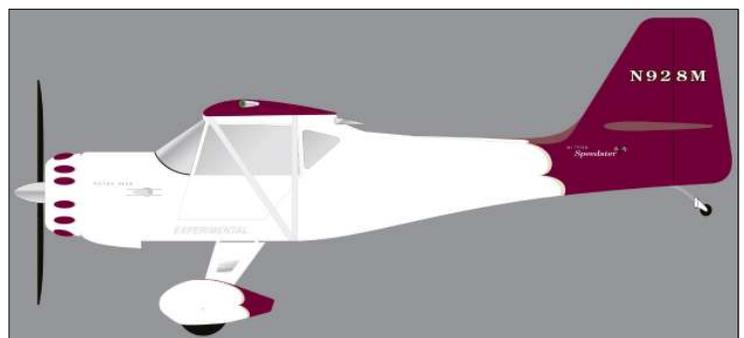


cooler up front as it turns out.

Remaining tasks include final assembly, electric, and ground testing. I am definitely getting closer to the final chapter and hope to be complete later this year. Even as a one man job I never thought I would be on the ten year plan. I used to laugh quietly to myself whenever I heard of people taking this long to complete. As it turns out everyday life can get pretty busy, and life events can sure throw you a curve ball in your building schedule. I share the passion for building but yearn to spread my wings and take flight — to finally be able to enjoy the left seat in the friendly blue skies. Fly safe, and I'll see you upstairs soon.

~ Mike ~

*(All article photos courtesy Mike Smith)*



(EAA Family Flight Fest continued from page 1)

will actually build a small section of Airplane Flap. If you read Sport Aviation, you probably already know that Dan managed to get Van's Aircraft to donate 300 prepared kits for this activity, as well as a complete set of tools from Avery Tools. These kits will also be used in some of the Air Academy classes this summer.

Though Dave and I remained in the Riveting Workshop, Abbie and Jan were moved around as they were needed. For example, Abbie "Rosie the Riveter" Fridell started in the workshop demonstrating riveting technique and also drilling holes in the aluminum pieces used for riveting. She was later drafted to work as a projectionist in one of the theaters, then to the art activities and finally to face-painting along with Jan. I didn't even know that we had an artist in the family.

But, why am I telling you all this? Because: It was fun and rewarding to see the smiles that resulted from our efforts. Like KidVenture, this activity was a great success and will be back next year bigger and better, and will need more volunteers to assure the success. Also, Chapter 790 has always enjoyed very good relations with EAA at Oshkosh, because we have always been in the forefront with our team volunteer support when needed.

In the last couple of years some of our recognition has slipped away. Part of the reason may be that, with a number of new faces at EAA Headquarters, not everyone knows of chapter 790's willingness to help. Consequently, we have not been called! Also, we've all been pretty busy lately, and maybe we are not watching to see where we could help.

One of the things that make most organizations popular is group activity. These activities can be such things as workshop visits, fly-out/drive-out trips, and/or group volunteer projects. These are the things that bring us together and make us a tighter knit family. Don't just wait for someone that you think is responsible to suggest an activity. If you think of something that would be fun or that needs doing, get the ball rolling yourself. If you aren't sure how to get started, call one of the chapter officers (phone numbers are in the newsletter), or raise your hand at the next meeting and stand up and make your case to the group. Your suggested activity just might be the one we've been looking for.



## Blown in From the Winds Aloft

EAA's new Amateur-Built **Aircraft Certification Kit** includes everything you need to register and certificate a new experimental amateur-built aircraft. The 15-page, step-by-step Certification Guide walks you through the entire process-from getting an N number to the aircraft inspection - and provides samples of how to complete each required form. EAA staff member and Amateur-Built **DAR Joe Norris**, who reviewed all of the materials included in the kit, commented, "Whenever I inspect an aircraft for certification, the paperwork is what causes delays more often than anything on the aircraft. This guide will make a homebuilder's inspection go a lot easier." The certification kit also includes all FAA forms, Experimental sticker (in black), data plate, and a convenient placard decal sheet. Cost for EAA members is \$12.99 plus shipping. To order, call EAA Membership Services at 800-JOIN EAA, or [www.shop.eaa.org](http://www.shop.eaa.org)

### Oshkosh News

**Work Weekend** - Our annual Work Weekend Party in Oshkosh is coming up on June 2nd, 3rd, and 4th. As in years past, we will be helping prepare the grounds for Airventure, which has included some painting, grass cutting, building construction, kid-proofing, and other tasks that need completion prior to July 24th, the first day of Airventure. This is a very fun weekend if you can make it. We will be staying in the Bender House with all the comforts of home, but if you'd like, the campgrounds are available at no charge as well. Food is served on Saturday (B/L/D) and Sunday (B & L), and you can expect some sort of special activity planned for Saturday night.

**AirVenture** - Opening Day with **Beach Boys Concert** on July 24 - After a full opening day of flying on Monday, July 24 at EAA AirVenture Oshkosh 2006, AeroShell Square will be full of "Fun, Fun, Fun" that evening as the Beach Boys bring in their sounds of summer.



## Microair M760 Comm

by Mike Perkins

I have been flying behind a Microair M760 VHF comm radio for about four years now. Let me tell you a little about it because it's a nice little radio.



Mounting is into a standard 2¼" instrument hole and it runs on a 12-volt system. It weighs only 17 ounces, so it needs no additional support like some tray-mount radios and is very easy on the weight-and-balance sheet. I replaced a Collins professional comm, which sat in a ½-width radio tray, so I needed to make an adapter for my Kitfox panel with a 2¼" hole in it. My aircraft lost over two pounds when I made the swap.

A two-line, backlit LCD allows for an active and standby frequency. The frequency knobs, used for setting the standby frequency, are pretty small – it takes some practice to use them in turbulence. But life in a Kitfox is bumpier than life in most other airplanes – minor ripples are major bumps. A spring-loaded toggle switch exchanges the two frequencies. Twenty-five frequencies can be programmed as your "favorites" and you can step through them easily. Also, one press of a dedicated toggle switch immediately gets you to 121.5.

The Microair comm has a built-in, always-active intercom which is a nice feature with a quiet cockpit envi-

ronment. In the Kitfox, however, my separate vox-operated intercom reduces in-flight fatigue by only allowing engine noise (picked up by the microphones) into the headset when my intercom's vox is tripped.

One terrific thing about this radio is that it can run a long time on batteries only. Here's the deal with that. In standby, it draws practically no current – only 87 milliamps. During transmit, it draws only 1.2 amps while putting out a very respectable 4.5 watts of transmit power. This means you don't need an electrical system to use it; a small 12-volt battery pack can be used. For example, a pack of eight AA batteries would work fine. Let's say that on a typical VFR flight you might transmit two minutes total time (24 six-second transmissions or some combination like that). Using a quick estimate of AA batteries, you could get about 100 flights out of a set of AA batteries. This means the M760 would make a perfect in-panel IFR backup radio with a very simple battery system.

There is an adjustable squelch like most radios, again with a small knob (which is concentric with the volume control). But the squelch has plenty of adjustment range. It has enough squelch to cope even with the electrical RF interference from my Rotax 532, which I think is about the worst of any aircraft engine around when it comes to interfering with radios. When the radio's LED turns green, you know the signal has "broken" the squelch. When it's red, you know you're transmitting.

The M760 is made in Australia, has FCC and FAA approvals, and is readily available in the U.S. A wiring harness is available from Microair to make building-life easier. Incidentally, Microair also makes a transponder, the T2000, also mounted in 2¼" instrument hole, and is extremely easy to use. One super feature about the transponder is that it can give you a readout of the pressure altitude as reported by the encoder. This is really nice because, with a little math, it gives you assurance that ATC has you at the right altitude.

The Microair M760 comm has been a good radio. Overall, it's very lightweight, simple to install, inexpensive, easy to use, and transmits and receives clearly. It has also been flawlessly reliable. In about the time two Collins radios failed in my airplane, the Microair M760 has just chugged away.



## Letters

Hi Mike,

I am the proud new owner of a 1947 Luscombe 8A. I thought you might want to use the attached picture and information for the upcoming newsletter.

The picture of the Luscombe is with my son Adam and at Poplar Grove where it is now hangared. I have



Photo courtesy Jim Pratt

been flying out of Poplar Grove since 1992 renting their J-3 Cub and Cessna 140. The restoration of the Luscombe was completed in 2004 at Mattoon, Illinois. The paint scheme is from a Luscombe Phantom. It is powered by a Continental A-65-8 with just 24 hours SMOH. Total time on the airframe is less than 1200 hours. It is also Light Sport Aircraft Compliant. While flying the Luscombe from Mattoon to Poplar Grove, she cruised at slightly more than 100 mph (indicated), and burned an average of 4.3 gallons per hour for the 200 mile trip. She flies much like a Cessna 120/140 except for the stick and heel brakes. The Luscombe has a reputation of ground looping, however, it isn't the airplane that ground loops; it's the pilot! My dad also owned a Luscombe 8A back in the mid 1950's. Like father, like son. My plans are to fly her to Air Venture, 2006 and the Luscombe Fly-In in late August at Mattoon, Illinois.

Please feel free to include the attached picture and any of the above information in the upcoming newsletter. If you need additional information, I can be reached at (630) 569-4321.

Let me also compliment you on the chapter newsletter. You do a great job!

~ Jim Pratt ~

## Recognizing Our Members



Photo courtesy Tom Solar

Married on January 14th, 2006 right on the ocean at Kaanapali, Maui, Hawaii, Tom Solar to Billie Whitaker Solar. They reside at 945 Ruth Dr., in Elgin, IL 60123. Billie is an office manager for a periodontist, Dr. David M. Cohen in Crystal Lake. Tom works as a Project Manager for AT&T in Hoffman Estates and is Chapter 790's Vice President.

### **New Members This Month:**

**Julie Fors  
James Rapier  
Steven Seaman**

*(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)*

### **Overheard**

*Pilot:* Tower, Cessna 1234 would like to shoot a missed approach.

*Tower:* Cessna 1234 approved for missed approach.

*Pilot:* Roger. How close can we come?

*Tower:* Just don't hit the tower.

*(copyright AVweb 2006)*

# Calendar of Events

**2006**

April 29 (Sat)..... Young Eagles Rally, Lake In The Hills Airport

May 13 (Sat)..... Young Eagles Rally, Lake In The Hills Airport

May 20 (Sat)..... Fly-out/drive-out to Clow Intl Airport Museum and Restaurant

June 2 - 4..... Chapter 790 Work Weekend, Oshkosh

June 10 (Sat)..... Young Eagles Rally, Lake In The Hills Airport

July 15 (Sat)..... Young Eagles Rally, Lake In The Hills Airport

July 18 (Tue)..... AirVenture Prep Meeting and Picnic, Restoration Workshop, Elgin (ONE WEEK EARLY)

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

August 19 (Sat)..... Young Eagles Rally, Lake In The Hills Airport

September 16 (Sat)..... Young Eagles Rally, Lake In The Hills Airport

September 26 (Tue)..... Annual Auction Meeting, Restoration Workshop, Elgin

October 14 (Sat)..... Young Eagles Rally, Lake In The Hills Airport



## 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](mailto:Oleeva@sbcglobal.net)

(Buy, Sell or Trade continued from page 9)

**For sale:** Lancair project, pressurized option, horizontal stab completed, wings 70% completed, fowler flaps, speed brakes, wing tip extensions for high altitude, plus many other parts and extras. Superior workmanship throughout. **Contact Marv Jensen, (817) 573-9011 or email: [kmlancair4@aol.com](mailto:kmlancair4@aol.com).**

**For sale:** RV-4 empennage kit purchased in May 04 and untouched except for assembling the horizontal stabilizer spar and ribs. All of the skins are untouched and are still wrapped in blue protective covering. Price if purchased from Van's is \$1,200 plus freight. Asking \$900 FOB Cary, IL. A very nicely constructed jig is included if you pick it up in Cary. **Contact [Elaine Knoedler@sbcglobal.net](mailto:Elaine.Knoedler@sbcglobal.net)**

**For sale:** At Poplar Grove Airport, 1968 Cessna 150H with 3800 TT, 530 SMOH -- \$19,500 OBO. **Call Ken Rentmeester at (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: [jgvlasic@yahoo.com](mailto:jgvlasic@yahoo.com)**

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

## FAA Wings Program



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

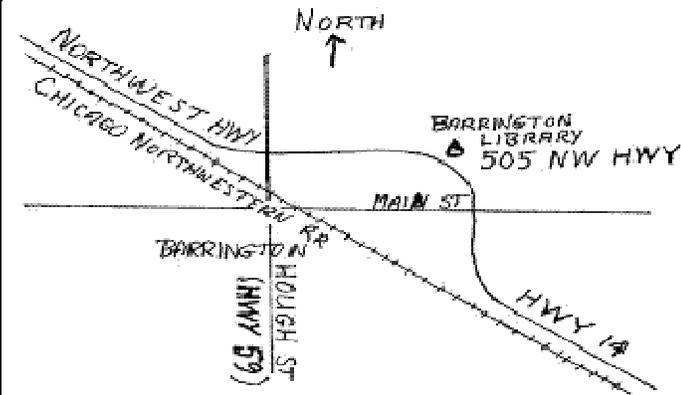
**Phone: (815) 547-9574**

**Email: [abbiennair@sbcglobal.net](mailto:abbiennair@sbcglobal.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.

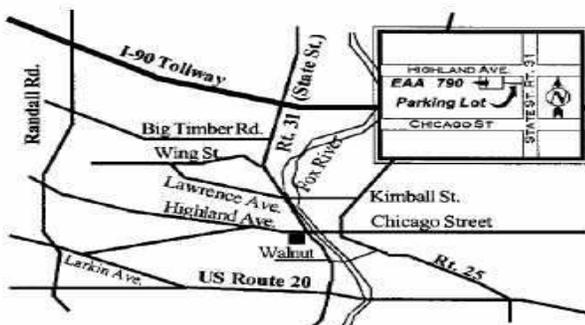


### Elgin Workshop

The shop has stayed open this Summer and Fall 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 warmer weather to do the job right. The tail surfaces and the ailerons are thru the rib stitch stage and the fuselage is being stitched now.

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.

**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:** 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:** Magellan Skystar Plus hand held GPS, complete with carrying case, aux antenna, aux power supply and mounting bracket. A good starter GPS at a very low cost. \$100. **Call Lon Danek 847 381-4286.**

*(Continued on page 8)*

## Pre-meeting Checklist

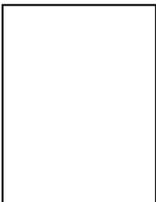
- ✓ Name Tags
- ✓ 2006 Dues
- ✓ Raffle Items
- ✓ Article(s) For The Newsletter
- ✓ Ideas For Meeting Programs

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.

John Vlasic wants to plan a summer weekend fly out/drive out to the visit North American Pride Aviation, Courtesy Aviation, the Terminal Museum display and the Avionics shop at Rockford Airport. These shops have extensive restoration facilities for Warbirds and are well known for their work. I wanted to schedule this time and date for us to visit with the various shops. North American Pride Aviation said they could cater food for us too. Would the Chapter 790 members enjoy such an outing? Let me know at the next chapter meeting and we can correlate this event.  
~ John Vlasic ~

### NEXT CHAPTER MEETING

The program for our April 25<sup>th</sup> meeting is on the future of fly-by-wire systems for general aviation aircraft. The presenters will be chapter members Mike Perkins and Glen Brisson. Both are associated with Millennium Flight Systems Corporation. They will provide a thorough discussion of the history, the advantages, the challenges, and the design approaches. The meeting will be held at the Barrington Public Library at 7:30 PM.



The Leader In Recreational Aviation



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