

# Winds Aloft



EAA CHAPTER 790

P.O. BOX 1206 BARRINGTON, IL 60011

WWW.EAA790.ORG

*Jim on a recent Young Eagle flight with Mark Davis*



Article Photos: Jim Rapier

## Distance flying in a RotorWay

By Jim Rapier  
EAA 243762

*Earlier this year Jim made a 1,200 mile trip in his helicopter. This is his story.*

Many people have asked me about flying helicopters on longer cross countries, and especially about doing so in an experimental class machine. Some with helicopters just didn't know how to start on such a venture. So, this has as its purpose simply the memorializing of my last trip for those who might obtain value from it.

My latest trip in late September and early October 2006 was from 3CK (Lake in the Hills) - RVS (Riverside/Jones in Tulsa, Oklahoma) - 3CK and these were the statistics which are kept in the GPS (Lowrance 2000C) trip data:

- Total flight distance: 1,219.41 miles
- Trip flying time: 13 hours, 38 minutes, 50 seconds
- Average flight ground speed: 87.44 MPH
- Max flight ground speed: 136.86 MPH
- Hobbs 296.7 at departure, 313.2 on arrival (16.5 hours) which means that 3 hours were consumed warming up, hovering and check-outs

Other data is as follows:

- The return leg of 600 miles took 8 hours even though my indicated speed was not that high
- I flew mostly at 2,000' or 2,500' over the trip, the exact altitude was more a function of winds, gusting conditions, and whether I was flying over forests, rivers or lakes.
- The main rotor was smooth, and I flew with a light touch on the collective (sometimes a knee) and a thumb and two fingers lightly on the cyclic.
- Pedals were seldom repositioned.
- Tail rotor belts (Continued on page 4)

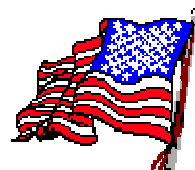


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## President's Message



**D**ear Members – The Christmas season is here, (as the snow melts), and it's time for our Christmas social meeting on December 26<sup>th</sup>. Bring your favorite dish to pass around and a \$10 wrapped gift for the grab bag. This years

Christmas party will be held at the Barrington Library. Spouses and family are encouraged to attend and if we are lucky, Santa may show up.

Billie and I attended the 8<sup>th</sup> Airforce Chicagoland luncheon last Sunday. We heard some great stories and as a result we may have a speaker for one of our winter meetings. The stories these men tell are amazing and every one is unique. It gives a perspective of

what our service people go through on a daily basis and some of it is humorous in hind sight.

It is only appropriate at this time of year to remember in our hearts and prayers those who are serving our country and away from home and their families this Holiday Season. I remember Mom used to invite sailors from Great Lakes over to our house for Christmas or Thanksgiving supper. It seemed kind of hokey at the time. But I also remember when one of our chief petty officers in Guantanamo invited the whole electronics gang to his home to celebrate Christmas Eve. You talked about a gracious and appreciative gesture. So don't forget our service personnel in your thoughts and prayers.

See you at the Christmas Party and may Santa Claus have VFR conditions on all of his landings this year.

Merry Christmas everyone!

*Tom*

## December 5<sup>th</sup> EAA Chapter 790 Board Meeting Minutes

*The meeting was called to order by Tom Solar at 8:00 p.m. at the Blazyk home. Also attending were Glen Brisson, Lon Danek, Herb Gottelt, Bud Herod, Tom LeGates, Ron Liebmann, Ole Sindberg, Jim Pratt, Mike Perkins and Nancy Blazyk.*

1. Tom Solar expressed the Board's thanks to Nancy and Larry Blazyk for hosting the December meeting.
2. The Chapter renewal due 12/31 was discussed. Tom Solar passed an officer/director list for each Board member to confirm correct mailing information, and requested that Tom LeGates verify the Chapter member roster provided by Headquarters. Young Eagles Coordinator Rob Skalany was not present but has confirmed he will continue in that position in 2007. The Board discussed Chapter insurance, including what event coverage was provided, and selected a coverage level for the coming year. The cost of our selected coverage has decreased from last year!
3. The Chapter listing of Flight Advisors and Technical Counselors was discussed and changes were noted. The revised listing will be published in subsequent newsletters.
4. Our upcoming Chapter banquet was discussed. Ole Sindberg and Lon Danek have arranged for the Crystal Lake Country Club to host our event. Meal selections

will include prime rib as well as chicken and salmon dishes. Pricing will be \$32.00 for the prime rib and \$ 29.00 for the other dishes. A cash bar will be available. Our guest speaker will be Vern Jobst, a noted aviation speaker, who will be the main speaker at the Wright Brothers Memorial Banquet this month. Additional information and signup forms will be in the next newsletter.

5. We discussed speaker gifts for our member meetings and other Chapter events. The Board agreed that we should provide our banquet speaker with a gift, and several were discussed but a final pick was not made. For our member meetings, we are working to acquire additional engine pistons as gifts. Ken Kresmery is spearheading this.

6. Jim Pratt mentioned that he is working on a possible speaker for an upcoming meeting. We also discussed a possible outing to the Dayton Air Museum. Members could fly down, and if there was enough interest the Chapter could charter a bus as well. It was suggested that this should be an overnight trip, as the museum takes quite a bit of time to explore thoroughly.

*The meeting was adjourned at approximately 9:00 p.m.*

Respectfully submitted,  
Tom LeGates, Secretary



changed very little whenever measured.

- Despite middle 80 temperatures, the door vents were more than adequate for cooling once in the air.

Many know that I did not build my RotorWay, but as soon as I bought it I set out with a single purpose of rebuilding it so that it was a safe, reliable, long distance helicopter so that I could fly it long distance. I think that has been achieved.

During this trip, I did not have a chase truck to carry along parts and tools in case of problems (as a bike rider on the way to Sturgis). I did carry along a few small tools, a quart of oil and a bottle of cleaner for the main rotor blades and the windshield.

- I never had to add oil, and in fact could barely see any change in level.
- I never had to readjust the belts on the tail rotor although they are new and had only about 7 hours on them.
- I did tighten the bolts on the exhaust flanges at the half way point because the engine is new and it takes a while for them to settle in. I probably did not have to do so, but I prefer to err on the side of precaution.
- I did tighten the four drive belts as they had only had 7 hours on them at departure. Likewise I probably did not have to do so.
- I cleaned the windshield, the main and tail rotor blades at the halfway point.

That is the sum of maintenance performed on the trip. I traveled more slowly than I would have liked because it is a new engine and other items had been recently installed. Basically when I flew above 80 MPH indicated, I began to have oil and water temperatures that were not acceptable.

On the way down I had 8 to 10 MPH headwinds and because my airspeed was slower to begin with, the travel time was long. On the way back I had a 35 to 45 MPH tail winds and so the ground speed was good, but I still could not fly much faster than 80 MPH. When I add an oil cooler that limitation will cease.

Life in flight requires selecting keys on the GPS, setting new radio frequencies for one that is not in memory, or setting a transponder code that approach tells you to go to, or refolding a map that one uses as a backup to the GPS. For those building a helicopter, a friction lock on the collective, a cyclic grip that has transponder ident, radio channel switching, radio memory hunting, transmitter keying is the minimum for distance flying.

Unexpected encounters included diverting to an unplanned fuel stop because head wind was making my planned next stop problematic. So I diverted to an alternate, and that is important for those who are of a mind to continue on the plan regardless of conditions.

Also, on return in central Illinois I encountered light to moderate rain and though I was listening to reports on Flight Watch, and rain was not visible ahead, I found myself in more rain than I wanted. So, I brought it down facing into the wind and landed in a farm field. Keeping the direction of the surface wind in mind all the time in flight is of great importance for those unplanned events, particularly when the wind is strong.

Shortly after sitting down in the field, the rain let up slightly and I was off again and the rain reduced to nothing in a few miles. Later that night after I was home, we got a huge thunderstorm with hail, lightning and high winds and I was glad my helicopter was tucked away in the hangar. *(Continued on page 5)*



*(Distance Flying In A RotorWay continued from page 4)*

Another matter is comfort on a distance trip. I can very much say that after an hour and a half, I was not tired, and of no need to sit down and rest. There is no doubt in my mind that if I could fly longer legs, that 3-plus hours would be just fine with me and my posterior.

Last, the Lowrance 2000C GPS made the flight a real pleasure and easy. I always knew exactly where I was, could have used NDBs, VORs, highway exits, towers as well as airports as destinations or waypoints. Its having a CDI was very important for flight efficiency. The frequencies, runways, fuel and repairs availability were always immediately at hand and gave a lot of peace of mind. Never did I have the least difficulty in approaching a new airport in which I had not landed before.

I flew over many rivers, some lakes, the Mississippi, the sky was bright blue, many of the fields were bright green, and upon reaching further north, many forests had considerable bright yellow, orange and red tree foliage. It is truly beautiful to fly at helicopter altitudes.

The conclusion for those considering distant flying in a RotorWay, is make certain it is capable, is at least equipped as above, install a good GPS, and go, It will be a delight and an unexpected pleasure.



## Overheard

**G**ood pilot philosophies, as related to us from Ole Sindberg with apologies to everyone in advance...

- The difference between a duck and a co-pilot? The duck can fly.
- A check ride ought to be like a skirt -- short enough to be interesting, but long enough to cover everything.
- Speed is life. Altitude is life insurance.
- It only takes two things to fly: airspeed, and money.
- Aircraft Identification: If it's ugly, it's British. If it's weird, it's French. If it's ugly and weird, it's Russian.
- Without ammunition, the USAF would be just another very expensive flying club.

Continued next month...

## Blown in From the Winds Aloft

790 **Banquet** is on February 24 - **Verne Jobst** will be the guest speaker at this year's 790 annual banquet. **Meal selections** will include prime rib (\$32), as well as chicken and salmon dishes (\$29). A cash bar will be available. The banquet is being held at the Crystal Lake Country Club, 721 Country Club Road, Crystal Lake located in the heart of **Crystal Lake**. The dinner starts at 6:00pm with a cash bar, and dinner served at 7:15. We are requesting proper dinner attire (no blue jeans, etc.). Reservations are required – please phone Ole Sindberg (847-639-5408) or Lon Danek (847-381-4286), or see them at the December or January meeting. Please use the signup form on page 8 of this newsletter. A map will be printed in the January and February newsletters.

A little about **Verne Jobst** - Verne is known for being an entertaining speaker and freely shares his extensive 50 year-plus flying career. He's been chief pilot for the EAA's 1977 Lindberg commemorative tour. Verne has logged more time behind the controls of the EAA's replica *Spirit of St. Louis* than Charles Lindberg actually flew the original. Verne soloed at 16 and has well over 40,000 hours. He regularly flew the EAA's B-17, the *Aluminum Overcast*, has served as the president of the International Aerobatic Club, and has been the airshow **director** of AirVenture. We are extremely fortunate to have Verne as our guest speaker – he's the featured speaker at the Wright Brothers Memorial Banquet at EAA headquarters this month.

Our **December meeting** will be the day after Christmas, held at the Barrington Public Library at 7 PM. It's one of those informal, fun meetings with no speaker and no big agenda – just good people, good friends, and good food.....as long as you bring it. So bring a dish to pass and enjoy.

**Dues are due!** If you haven't already, please get your annual dues to **Lon Danek** as soon as possible. Please refer to the renewal coupon on the back page for current membership rates.

**Next Board Meeting:** January 2nd at the Schaumburg airport, lower level lounge at 7:30. Or join various board members for dinner at 6:00 pm upstairs at Pilot Pete's Restaurant.



## Letters

*Last Month's Speaker Speaks Again.....*

*Bob O'Quinn presented us some of his passions with flying at our November meeting. A few days later, he wrote:*

**H**i Mike,

Thanks again for the opportunity to share my passion of flying and the doors to new adventures and friends that my Cessna 120 has opened for me. Although I'm much better at developing presentations for others than actually giving one myself, I enjoyed talking about my Cessna 120 and flying passion with my peers last night and strongly encourage others to share their aviation insights.

I mentioned something about tail-dragger pilots last night but forgot to finish my thoughts on the topic. I was going to point out that although the FAA requires a tail-dragger endorsement and GA magazines have published articles touting the higher skill levels required to fly a tail-dragger, it really isn't much different--even though we tail-dragger pilots like to pretend otherwise. It's fun to nurture the perception that we tail-dragger pilots have some mysterious insight into flying just because our planes' 3<sup>rd</sup> wheel and CG has been moved aft of the main landing gear; however, if the nose-wheel pilots ever find out what we know, our tail-wheel snobbery will become history!

So, whatever you do, don't tell them the only difference is that we have to fly our tail draggers from engine start until engine shut-down, and we depend on our feet (rudder) instead of a nose-wheel to keep us straight on take-off and landing. In the early 1970s when I was instructing full-time, my mantra was, "Follow through on the controls and fly with precision." I did an experiment with two fresh soloed Cessna 150 students and had them fly a friend's J-3 Cub (with me in the back seat, for safety) with no additional instruction other than take off and climb to a safe altitude to do some power on and off stalls, slow flight, and return for a full-stop landing. Despite a slight crosswind, each student did an excellent job without my ever having to touch the controls.

A recent example is a Cessna 172 owner in his early

70s who had never been in a tail-dragger, let alone flown one. We spent some time discussing what it means to "follow through and maintain precision." Results: another point for nose-wheel pilots, because I never touched the controls on take-off or landing or (the most critical) landing roll-out.

What I also forgot, last night, was to offer to swap rides with any nose-wheel pilot who wants to experience a tail-wheel take-off and landing, and that offer will remain open! After all, sharing is one of the fun parts of flying.

~ Bob O'Quinn ~

Bob,

I totally agree with you on most of your points. If nosewheel pilots knew how easy it is most of the time to harness taildragger, they'd all want to try it at least once just to say they did it. But on the other hand, from my experience I think there's a good reason why most insurance companies require 10 hours of taildragger experience before they'll insure a pilot with a new taildragger endorsement.

When I was making the transition to taildraggers, I spent a lot of stick time trying to get the hang of taxiing. Certainly, in the air, a taildragger flies the same as any other aircraft. But ground-handling is a different matter, and something I'd taken for granted in nosewheel aircraft. That long rear "arm" on a tail-dragger, full of momentum, seemed like taming a dragon to me. Although I could see over the nose of the Citabria quite well, on the ground I drove it drunkenly. After frustrating my flight instructor for several hours, I finally determined that it wasn't enough to just remove pressure on the pedal when I wanted to straighten out - the tail had a lot of momentum, and hence, seemingly a mind of its own. Using a lot of pressure on the rudder pedals to actively reverse the tailwheel tamed the swinging tail. Once I began to anticipate the tail's movements, I had the dragon on a leash.

Another tailwheel factor is that, unlike a nosewheel, a lot of tailwheels are made to "break loose." On break-away tails, this occurs when a certain amount of side

*(Continued on page 7)*

*(Letters continued from page 6)*

force on the tail causes the tailwheel mechanism to unlock, allowing it a full 360-degree swivel. Even while taxiing slowly, more than one time I've increased the ground-turn rate to the point where the tailwheel unlocks and is no longer controlled by the pedals but instead becomes a grocery cart wheel. Locking the tailwheel requires getting it nearly in-trail. This often requires the use of main wheel brakes, especially if there's not much room to allow the aircraft to taxi forward. On most aircraft, this isn't a problem because the brakes are effective.

But some aircraft have less-effective brakes than others, so getting the tailwheel locked can occasionally be a challenge. More than once where space has been tight and I couldn't taxi straight ahead in any direction, I've executed a 720 degree turn to get the tailwheel to relock. And a few times, there was so little taxi room that I shut down the engine, got out, and locked the tailwheel by maneuvering the aircraft by hand.

My difficulty in learning how to taxi a taildragger has benefited others, however. It's allowed me to quickly teach a number of people how to taxi. I guess nearly everyone has their own kind of dragon to tame, and mine was taxiing.

~ Mike Perkins ~



## Last Meeting

**Officers Reelected for 2007 – 2008:** November's general meeting saw our membership unanimously reelect all officers for the next two-year term beginning in January 2007. Congratulations to all the officers!

President Tom Solar  
Vice President Nancy Blazyk  
Treasurer Lon Danek  
Secretary Tom LeGates

**Bob O'Quinn** gave an exemplary narrated slide presentation about the life and times with his beautiful Cessna 120 "Betty Louise." **Ole Sindberg** gave an AOPA safety presentation on preflight and preparation.



Photos: Bob O'Quinn



### IT'S RENEWAL TIME AGAIN!

The new year is almost here! It's time to pay our dues, so we don't miss out on any of the Chapter fun in 2007!

Dues are staying the same as 2006:

**\$25.00/year for single/family membership**

**\$20.00/year out of state (U.S. mail)**

**\$10.00/year out of state (Email)**

**\$10.00/year for students**

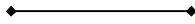
As in previous years, we will provide FREE official 2007 EAA calendars for those who renew early. The plane photos are outstanding as usual. The first 50 regular membership renewals **at a membership meeting** will receive the calendars. Also, if you don't have a name tag, it can be ordered at the same time. The cost is \$5 per tag. You may, of course, renew at any time via U.S. mail. (Sorry no calendars for student or out-of-state renewals either.)

**Whether renewing in person at a meeting or via U.S. mail, please include the form on page 10. Filled out completely, it allows us to keep our Chapter records up-to-date and expedite delivery of your Newsletter each month.**

THANKS

## In Memoriam

Dorothy Hilbert passed away on Tuesday, December 5. Our sympathies go out to Buck and the entire Hilbert family.



Dorothy Emile Hilbert; December 5th, 2006

Born in Chicago March 19, 1925 to John and Margaret Ethel (Kerr) Bortkvitch (Bartley), Married Elroy E. "Buck" Hilbert December 2, 1961 in Chicago.

Graduated from Evangelical School of Nursing in Chicago in 1946. Worked as an OB supervisor and Dean of Student Nurses in Chicago and Phoenix, Arizona until 1956 and then as an Industrial Nurse with United Airlines Medical Department until 1961.

Survivors include her husband; three sons, Robert (Diane), Elroy (Laurie), Lee (Corinn); three daughters, Christine, Alice (Thomas) Taylor and Leslie; a Brother Henry (Genny) Bartley; eight Grandchildren, Heidi (Ray), Robert John, Sierra, Matthew, Timothy, Luke, Whitman, and Benjamin; two Great Grandchildren, Kyle and Nicholas (Ray).

Preceded in death by her parents, first husband Robert Steffenhagen, two brothers John "Pat" and Michael Bartley.

A Memorial Mass to be held Saturday January 6th at Sacred Heart Roman Catholic Church 323 N. Taylor St. Marengo, Illinois

The Family Requests that memorials be made to Hospice of Northeastern Illinois.



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

## A Note Of Thanks

I will not be attending tonight's meeting but wanted to send an update on my missing relative, Deidre Harm.

It is with my deepest sorrow that I inform you Deidre's remains were found by deer hunters last Tuesday near the town of Seneca, WI. Her remains were so badly decomposed that investigators could not determine whether they belonged to a man or a woman.

On Thanksgiving Day, it was confirmed they were indeed her remains.

Please know the overwhelming response by the Chapter 790 members to distribute her missing person's fliers will always be remembered and deeply appreciated by her entire family.

Thank everyone for me.

Regards,

Lynette Banasack, 11/28/2006

## Recognizing Our Members

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

**Paul Ranieri**  
**Roger Smith**

*(Please let the editors know of any interesting recent activities! These might include solo's, new ratings, aircraft purchases, first flights of homebuilt aircraft, or any other accomplishments you would like to let the Chapter know about. Thanks! Eds)*

### **EAA Chapter 790 Annual Banquet Reservation**

Saturday February 24, 2007 at the Crystal Lake Country Club

Name: \_\_\_\_\_

Spouse/Guest: \_\_\_\_\_

Amount Enclosed: \$ \_\_\_\_\_

*(Make checks payable to "EAA Chapter 790")*

**Send To:** Lon Danek  
C/O EAA Chapter 790  
PO Box 1206  
Barrington IL 60010

**Or:** Bring to the December or January meeting

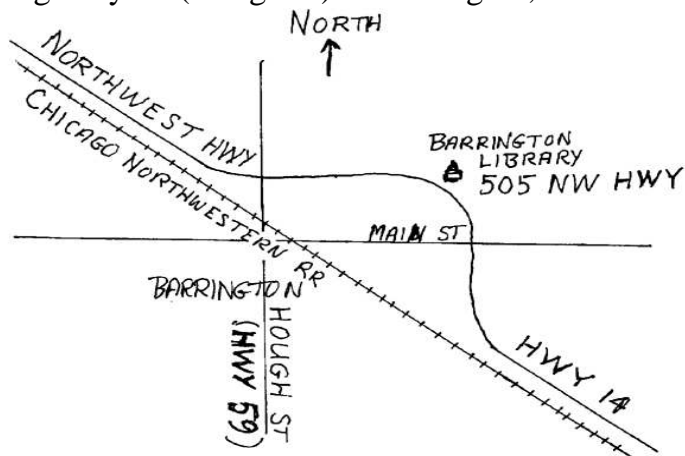
### **Menu Choices:**

Member	Guest	
_____	_____	Prime Rib of Beef (\$32)
_____	_____	Bistro Chicken (\$29)
_____	_____	Pan Roasted Salmon (\$29)



## 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 6:30 with a social hour. The Library is located on Highway 14 between Main St/Lake Cook Rd., and Highway 59 (Hough St) in Barrington, Illinois.



### 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 & wing kit with plans & 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 & lights, flexible ducting, great for hanger or garage. \$300 or rent for 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 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 & mounting bracket. A good starter GPS at a very low cost. \$100. **Call Lon Danek 847 381-4286.**

**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 & 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 May '04 & untouched except for assembling the horizontal stabilizer spar & ribs. All of the skins are untouched & are still wrapped in blue protective covering. Price if purchased from Van's is \$1,200 plus freight. Asking \$600 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:** 1995 Subaru boxer, 4 cylinder, liquid cooled engine. Taken from car with 35K miles. Would need overhaul for airplane use. Engine located in Elgin at Ball St. & Ludeka Pl. Available for \$500 OBO. **Contact Mark Elliott @ 847 628-3922 days, 847 742-2857 evenings.**

**For Rent:** At Poplar Grove airport, an insulated newer T hangar. Heat & electric available. Rent is \$220 monthly. By owner, who has built another hangar attached to the home. **Call 815 979 8123 or 815 544 1751.**

## Calendar of Events

2006/2007

December 26 (Tue)..... Annual Christmas Party, Barrington Library, 7:00

\*January 2 (Tue) ..... Board Meeting, Schaumburg Airport, 7:30

\*January 23 (Tue)..... Members Meeting, Barrington Library @ 6:30

HAPPY HOLIDAYS, EVERYONE

\* Event added this month

### 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: (815) 547-9574  
Email: [abbienair@sbcglobal.net](mailto:abbienair@sbcglobal.net)

## Pre-meeting Checklist

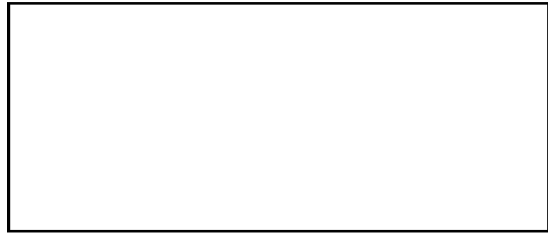
- ✓ **Name Tags**
- ✓ **Holiday Treats And Holiday Cheer**
- ✓ **Article(s) For The Newsletter**
- ✓ **Program And Outing Ideas**

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.

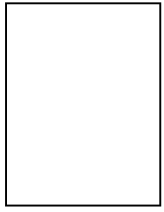
EAA CHAPTER 790		2007 Dues Payment		Please Print	
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<p><b>I would like to receive the newsletter by U.S. Mail _____ Email _____ (Check One)</b></p> <p><b>Dues for 2007</b>   <input type="checkbox"/> <b>\$25.00 Family/Individual</b>   <input type="checkbox"/> <b>\$20 Out of State (U.S. Mail)</b>   <input type="checkbox"/> <b>\$10.00 Student</b></p> <p style="padding-left: 150px;"><input type="checkbox"/> <b>\$10 Out of state (Email)</b></p>					
<p><i>Part of your dues payment may be used to support our Scholarship Fund</i></p> <p><b>Thank you for your support</b></p>			<p><b>Mail check To:   EAA CHAPTER 790</b></p> <p><b>P.O. Box 1206</b></p> <p><b>Barrington, IL 60011</b></p>		



<p>Our December meeting will be held at the <b>Barrington Library</b>, beginning around 7:00 pm. It will be our annual Holiday party, so bring along some goodies to share and come enjoy the spirit of the holiday season.</p>	<p><b>NEXT CHAPTER MEETING</b></p>
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TO:



*The Leader In Recreational Aviation*



**EAA Chapter**  
**790**  
**P.O. Box 1206**  
**Barrington, IL 60011**