

Winds Aloft



EAA CHAPTER 790

P.O. BOX 1206 BARRINGTON, IL 60011

WWW.EAA790.ORG

Nosedragger to Taildragger

by Bill Laskey

One of my goals in flying is to learn to fly a tail wheel airplane. Having seen examples of the Baby Great Lakes at Oshkosh and at the Spruce Goose museum I thought it would be an interesting airplane to own and fly. When a recently completed plane came up for sale at a nearby location, I went to see it. Those 790 members who visited Charlie Crutcher in 1998 to observe the construction of this plane know that it was very meticulously and skillfully put together with a beautiful yellow and black paint job which has given it the nickname "The Bumblebee Bee" by friends where I hangar. I also own a 1972 Cessna Cardinal 177B with which I received most of my flight training while earning my pilot's license.



Photo courtesy Bill Laskey

Having no taildragger experience, I set about seeking training in that area and was fortunate to find an outstanding instructor, a United pilot and former aero- (Continued on page 4)



Rob Strickland draws a crowd as he "gets the lead out" of one of Ole's sparkplugs.

Maintenance Workshop

by Mike Perkins

Ole Sindberg hosted a cozy hanger workshop at Lake-in-the-Hills Airport Saturday morning, January 7. Mike Carzoli and Ole gave us demonstrations using Ole's spotlessly maintained O-540 in his Prescott Pusher on checking ignition timing, cylinder compression, plus cleaning, gapping, and testing spark plugs. Mike is an A&P and co-owner of Blue Skies Flight School and Pilot Shop located at Lake-in-the-Hills airport. A total

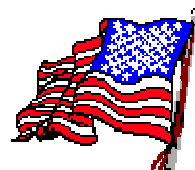
of 18 people attended the workshop. With everyone being encouraged to participate, Ole had numerous hands, arms, and elbows removing plugs and checking compression on his six cylinders. Many of (Continued on page 4)

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From Dana....

by Dana Holladay

Happy New Year, everyone!

I trust you all had a great holiday season and I hope the New Year brings you all the best. In recent days we have been grounded quite a bit due to some fairly unfriendly weather, and I like to take advantage of this downtime to catch up on my reading. I just finished an excellent article in the January, 2006 AOPA Pilot written by Thomas B. Haines, entitled "Flight of Mistakes". It is "two pilots' harrowing tale of violating the nation's most restricted airspace". If you haven't read it, you really should. It is a very thorough account of the fateful May 11, 2005 flight that strayed off course and came very close to our nation's capital, setting off all the obvious alarms and ending with the pilots being forced onto the ground at gunpoint at the

Frederick, Maryland airport. This happens to be the airport where AOPA headquarters is located, by the way. Anyhow, check it out. There was a lot of misinformation in the media following the flight and this article seems to do a great job of clearing it all up.

On a different subject, at the last board meeting the chapter budget for 2006 was proposed and there is an area in which some of us might be able to help the bottom line. With just about everyone capable of receiving e-mail these days, I'd ask that if you are so inclined, please notify Tom LeGates if you can receive the e-mail version of the chapter newsletter instead of hard copies. The annual cost per person for sending 12 hard copy newsletters is over \$20 and we can save quite a bit by going with e-mail, but again this is voluntary! Please continue receiving it through snail mail if you prefer it this way, but make the switch if you can. This will really help keep our costs down. Thanks for hearing me out on this one, and I'll see you at the meeting!



Unmanned Autonomous Vehicles

by Mike Perkins

As this is being written, public meetings are being held in Maryland that center around turning the D.C. TFR into a *permanent* restricted airspace. It covers 31,000 square miles and 21 airports, 17 of which are GA airports. The FAA has recently created a new TFR in New Mexico at our southern U.S. border for

and for border patrol, it's likely their use will grow. One can foresee a wide stripe across our entire southern border eventually becoming a TFR for UAVs. Of course our ocean borders could also benefit from this technology, making the circumference of the US a good candidate for UAV patrol, along with a similar TFR stripe for separating UAVs from GA aircraft.

What else might UAVs be used for? They're already being studied for use as radio and TV repeaters to replace the use of orbiting satellites. They have the potential of much lower costs. In fact several companies are flight testing them already. For maximum coverage, these satellite substitutes fly orbit patterns at 60-70,000 feet during normal operation, well out of the way of even commercial jet traffic. But obviously they



UAV border patrol. Its effective date is until midnight, December 31, 2006, suggesting it's likely to be rolled over into at least 2007.

As UAVs continue to experience success, both in war

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Blown in from the Winds Aloft

Congress recently received the report they commissioned from the Congressional Research Service on what threat GA represents. The report Congress is reading can be accessed in its entirety at http://www.opencrs.com/rpts/RL33194_20051215.pdf



(Maintenance Workshop continued from page 1)



Mike Perkins performs a cylinder "leak test"

us, not having had an opportunity to do these things before, were greatly enlightened. Even Ole learned something from Mike, who brought along a vibrating sparkplug tool used for getting "lead balls" out of the plugs which often become jammed between the insulator and plug's body. Thanks go to Ole and Mike for making this possible, and to Eva for her delectable refreshments. *(Article photos by Tom LeGates)*



(Unmanned Autonomous Vehicles continued from page 3)

must be recovered and re-launched every two to four days for fueling and maintenance. That leaves the airspace between their operational area and their home base in question for a TFR.

Also, UAVs are being studied for use in movie filming production as well as replacing helicopters for news coverage and traffic reporting. They've even been proposed to deliver mail and goods into hard-to-reach or sensitive areas on a regular basis.

Miniaturization is allowing radar to be added to UAVs, making them a prime candidate for protecting a city from airborne incursions. Perhaps there would first be a TFR, like that in D.C. and then a larger TFR around it for patrolling UAVs. Also, with military success of UAVs, deployment by the National Guard of UAVs is not an unlikely possibility, with practice zones being established even when there is no actual deployment of troops.

Yes, UAVs have many uses.



January 3 Chapter 790 Board Meeting

Scholarship Committee: No scholarship applications received yet. We discussed rolling the scholarship to a current member who is working on a rating, or rolling it into next year.

Meetings: February meeting will be on the 21st (third Tuesday) in room A at the library. July meeting will be at the restoration shop in Elgin. The September meeting will be at the Elgin restoration shop and will be an auction. The shop will be closing after this meeting.

Treasurer's report: We have 62 paid members, so far. We need 150 to make the budget. The income and expense report was distributed among the board members. The income was good for 2005. The t-shirt sale drove it up. The banquet did not bring as much as we needed it to.

Newsletter expenses: There was some discussion about charging members more for membership if they receive a printed newsletter. This will be brought up at the next general meeting. Proposed: \$35 for a membership and a snail-mailed newsletter.

AirVenture 2006: Topic at the next board meeting: income and expense at Oshkosh-Airventure, and getting more camp space at the convention.

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

January meeting: General meeting will be the 24th, at the library in room B. The program will be a safety video on Collision Avoidance. Ole's brother's story will be saved for the March meeting. We need to talk up the raffle at the meeting!

Submitted: Nancy Blazyk, Secretary



(Nosedragger To Taildragger continued from page 1)

batics champion who interceded with a friend who kindly agreed to allow me to use his Citabria for training.

My first experience brought home immediately the importance of the use of rudder pedals and a dramatic introduction to adverse yaw. With the Cardinal, the visual aspects of not using rudder pedals were not so obvious and indeed were sometimes used as more of an afterthought or as a well: "I guess I should use them because I know I'm supposed to." I found also when God passed out the "seat of the pants" flying abilities; I

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(Nosedragger To Taildragger continued from page 4)

must have been sitting down or even out of the room since I had little or none of that skill.

Meanwhile, the Baby Lakes had never been flown and needed to be tested. My instructor kindly (and bravely) agreed to make the first flight and did so with great success pronouncing it a very docile plane to fly. I and the builder were certainly glad to hear that but my opportunity to fly the plane was yet to come.

After a number of hours flying the Citabria, some of the missing skills began to be acquired. But due to the onset of winter and scheduling, the opportunities to fly diminished significantly; a sign off on tail wheel flying was sort of put on hold. I decided to seek an opportunity get some more tail wheel experience in a warmer climate and found on the Internet, a flying school that offered aerobatics experience flying the Great Lakes biplane, the plane from which my Baby Lakes is a scaled down version. Hoping that this experience would be applicable to flying my plane, I signed up for a ten hour course at Chandler Municipal field in Arizona.

To say that this was the experience of a lifetime would certainly be an understatement. I arrived for the first lesson and after some ground school time, put on a parachute and stuffed myself into the back seat of one of the three Great Lakes the school has available. Getting the harness on was at first quite a chore. And once you get inverted you invariably realize you didn't get it tight enough, which is a good lesson to learn. Furthermore, I've never flown a plane where you can't see anything from the cockpit. Taking off is sort of a feel your way along using peripheral vision and do not dare to look sideways or else you go there. Full throttle, count three seconds and haul it off. You never really see the runway. My instructor, who I think was really trying to scare me out of doing this, had me doing aileron rolls and loops on the first flight. I found that rather than being frightened, the experience was exhilarating. And even though at one point I got a bit queasy and thought I was going to lose the entire contents of what I had eaten in the last 24 hours plus something I had eaten in the eighth grade, it eventually went away. The lessons continued and I proceeded to learn to do slow rolls, spins, Immelmans and hammerheads (my favorite).

My last lesson was an interesting experience but only a short one. It was decided that I needed to do touch and goes to practice wheel landings. Chandler has two parallel runways, both with different patterns and different frequencies depending upon the approach direc-

IT'S DUES TIME AGAIN!

The new year is here! It's time to pay your dues, so you don't miss out on any of the Chapter fun in 2006!

Dues are staying the same as last year:

\$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 2006 EAA calendars for those who renew early. The first 50 regular membership renewals **at a membership meeting** will receive the calendars. 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

tion. At that particular time, there was a 20 knot crosswind, three other planes doing touch and goes, and a helicopter hovering about for no apparent reason. Like on take off in the back seat of the Great Lakes, on final you can only see about the back one third of the runway and you have to sort of feel your way down. It's not so difficult if you are attempting three point landings but it's not so easy with wheel landings and a 20 knot crosswind.

As both runways got busy, the controllers began switching us from one to another which often meant switching frequencies. I had control of the radio which meant I had to hold the stick with my left hand while switching the frequencies and try to fly the pattern. Also, I couldn't hear what the instructor was saying over the constant controller talk. To further complicate the situation, since it was late afternoon, the sun was directly in our eyes on final. After about three of those, I thought it was ridiculous to continue and said so and we landed full stop. The only thing I learned from that experience was that I never want to do it again. But I'm sure some of this will help when I fly the Baby Lakes; certainly experiences like that can build up confidence.

Since I wanted to finish up the tail dragger training and my instructor became increasingly less available, I contacted Dana Holladay and began training with him

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(Nosedragger To Taildragger continued from page 5)

in his great Super Decathlon. Once I was able to have lessons on a more frequent basis, the training went on at a faster pace. I hope Dana doesn't mind my saying this, but I found him to be an outstanding instructor and teacher. I've had experience with about 12 instructors, some good, some not so hot, and one or two outstanding; I have Dana at the top of the list. I think as a teacher of some 35 years, I am qualified to make that judgment. At any rate, I was able to finish the training and get the sign off.

Naturally, I was eager to fly the Baby Lakes. Dana agreed to be there for support as did the kind person who loaned me his Citabria. So one day we set a time for early in the evening. I waited around and had the plane ready to go but didn't hear from Dana. I later found out that he was delayed with a student and left a message to that effect, adding that the winds were a bit too strong to attempt a flight that evening. I didn't have my cell phone with me so didn't get the message. The winds at Galt were under six knots and coming right down runway nine so I decided to make the attempt. I lined the plane up, pulled the tail wheel lock control, and gradually gave the plane full throttle. After a few feet the plane immediately veered to the left, off the runway while about two feet off the ground. I grazed a landing light with the lower left wing. I compensated with right aileron and started over to the right not level and still only a couple of feet off the ground. I thought: "This ain't working" chopped the throttle, came down and did a neat little ground loop whilst coming to a stop.

I killed the engine and got out to assess the damage and found some slight damage to the left lower wing. I also found that the tail wheel lock had not fully engaged which I think must have been a contributing factor. Together with a couple of friends we pushed the plane back to my hangar and although it was a major disappointment I also felt lucky.

In retrospect, I probably should not have tried to fly the plane without some professional support, but the conditions seemed good to me. Thinking further, I never did fit comfortably in the plane since it was built for a smaller person. The rudder pedals were never easy to operate either. Also never having had experience with a short-coupled aircraft, I think my adjustments to compensate for the misdirection were probably too large. I probably should have trained in a Pitts at Chandler rather than the big Great Lakes.

At any rate, a local person who was good at tube and fabric construction repaired the plane for me. I decided

that I wouldn't attempt to fly it again (my mama didn't raise no dumb kids), and put it up for sale. Eventually a nice gentleman from Florida, experienced in building and flying small airplanes, bought the plane from me and is having a great time flying it.

While the experience didn't turn out the way I had hoped, which was me being an 82 year-old hotshot aerobatics pilot (well maybe my mama did raise one not-too-smart kid), I am exceedingly happy to have learned to fly taildraggers. I think this is an opportunity every pilot should avail themselves of if at all possible. It is the way flying should be and you will learn skills which are useful and applicable to all types of flying.



Safety Corner

by Mike Perkins



Short field takeoffs are somewhat different than for hard surface runways. Because short fields are often also soft fields, I'm going to discuss them together. With a little knowledge and practice, they're not hard to accomplish safely. First let's look at runway characteristics.

All wet runways lengthen stopping distances. The difference with sod runways is that wet grass can cause loss of tire friction at much lower braking pressures. Grass can be very slick, almost like wet, oily roads.

Even dry soft fields lengthen takeoff distance with the extra friction of grass and weeds. That's accounted for in your POH. Some even have an allowance for



Photo by Tom LeGates

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(Safety Corner continued from page 6)

long grass versus short grass. However, saturated wet sod runways can further increase friction by allowing the tires to sink in. The amount of sink is a function of aircraft weight as well as tire pressure. I have gotten an airplane stuck in the mud, sand, and snow several times, but only while taxiing. On those days, no amount of training sweat could compare to the amount of perspiration expended getting the airplane unstuck. But the worst place for friction is on the runway during takeoff.

Aircraft manuals don't account for the effects of sinking in, i.e. leaving ruts. Ruts can be invisible in grass, however. Sod that's saturated really hurts roll performance. Obviously, standing water is a no-go, but water-saturated sod is not obvious until it's walked; pilot discretion is a must. When planning to land on sod, it's not a bad idea to call ahead for runway conditions first, keeping in mind that the person on the other end of the phone may not be a pilot and is not responsible for what he says.

Furthermore, sod runways often have peculiarities, like bumps and dips that are not noticeable from the air, not to mention gopher and rabbit holes. I've seen local pilots and airport managers watch from the sidelines with a twinkle in their eye while a transient pilot is left to discover the bump that will almost certainly get them airborne prematurely. It's not a bad idea to taxi an unfamiliar runway from one end to the other and back again prior to takeoff, even if you've just landed there. I do that even at my home field when conditions dictate.

Here is a general procedure for soft, short-field takeoff:

1. Insure the POH says the runway is long enough for conditions. Then use your judgment for the other variables mentioned above.
2. Do a thorough preflight and do your run-up on the hardest ground around to avoid getting stuck.
3. Be sure the engine is developing full power.
4. When taxiing, keep moving; slowing way down is much better than stopping altogether. If you feel deceleration when you're not intending to slow down, get on the throttle immediately and use prodigious amounts of power.
5. Taxi with backpressure to keep the weight off the nose wheel. Hitting an extra soft spot can stop you if the nose wheel starts plowing. Prop strikes are common on soft sod.
6. Use flaps as recommended in the POH for soft

and short fields. But don't attempt to be a test pilot by using extra flaps.

7. Don't waste runway. Start at the extreme far end.
8. Open the throttle smoothly while releasing the brakes. Adding full throttle while braked can cause tires to sink into the soil.
9. Keep the airplane straight. Wandering on the roll increases takeoff distance.
10. Get the nose wheel off as soon as possible, but not too high. A high angle-of-attack causes extra induced drag, decreasing acceleration. Enough backpressure to reduce the rolling friction on the mains plus keeping the nose wheel light is all that's required.
11. Get the airplane off as soon as safely possible without stalling it off. Acceleration naturally is better when the tire friction is gone. But again, too high AOA causes additional induced drag. The POH will be used in determining V_r .
12. As soon as the airplane is airborne, reduce the pitch to accelerate to V_x per the POH and climb over any obstacles. Once clear of obstacles, resume a normal V_y climb.



Photo by Jay Friddell

Common mistakes include:

- a. Not knowing V_r , V_x , and V_y and trying to "feel it off."
- b. Not keeping the aircraft moving while lining up with the runway.
- c. Not using enough backpressure. Many pilots underestimate the amount of backpressure required to keep the nose wheel light while taxiing and during the early roll. Visual control of proper

(Continued on page 8)

Calendar of Events

2006

January 24 (Tue)Members Meeting, Barrington Library

February 7 (Tue)Board Meeting, Schaumburg Airport

February 21 (Tue) Members Meeting, Barrington Library (ONE WEEK EARLY)

April 22 (Sat)Chapter Banquet, Emmett's

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

July 24 - 30EAA AirVenture - Oshkosh

September 26Annual Auction Meeting, Restoration Workshop, Elgin



Recognizing Our Members

New Members This Month:

Darren Spiegel
Dennis Spiegel

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

Flight Reviews

BFR Special: Ole Sindberg is offering a Biennial Flight Review for any Chapter 790 member for \$50.00. Also available are flight instruction in single and multi-engine aircraft, helicopters, as well as high performance and complex airplane check-outs. Phone: (847) 639-5408.

Email: Oleeva@sbcglobal.net

(Safety Corner continued from page 7)

pitch on the roll requires experience.

Some pilots turn onto the runway with a rolling start. This is ok as long as: 1) you can maintain good directional control and don't wander as a result of swinging around, and 2) you don't unport the fuel tank you're using while turning sharply.

The best place to practice your techniques is at an actual sod field. From Lake-in-the-Hills, Dacy is a good one with its three sod runways. They also have fuel on the field and it's usually a little cheaper, too.

(Buy, Sell, Trade continued from page 9)

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.**

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.**

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: abbienair@sbcglobal.net

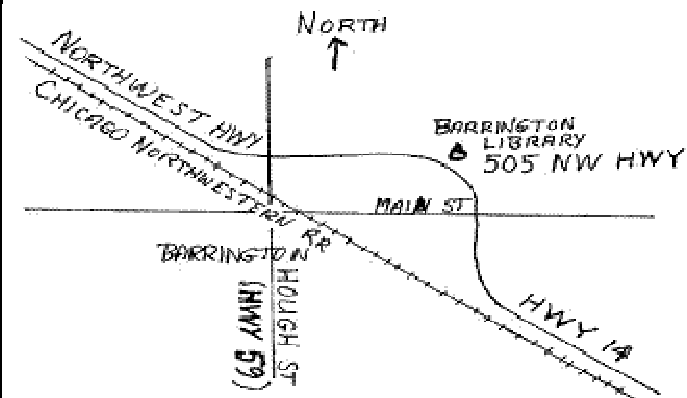
Contact John Vlasic for information, or to make suggestions for activities, i.e.: picnics, fly-outs, museum visits, etc. **Phone:(847)524-1857 Email: jgvlasic@yahoo.com**

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.

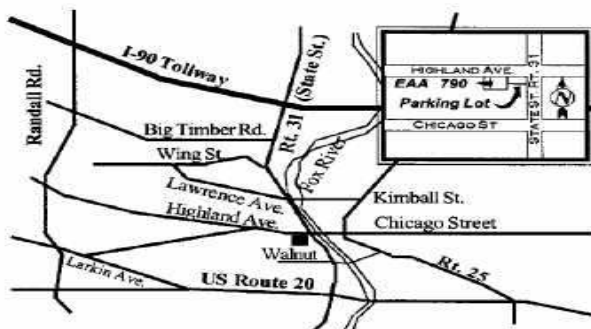


Elgin Workshop

The shop has stayed open this 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: 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.**



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.**

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Pre-meeting Checklist

- ✓ **Name Tags**
- ✓ **2006 Dues**
- ✓ **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 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.

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NEXT CHAPTER MEETING

This month's chapter meeting will be at the Barrington Library, beginning at 7:30. Ole Sindberg will facilitate a discussion of collision avoidance, using an AOPA Safety Program on that topic. There should be some lively discussions. Hope to see you all there!



The Leader In Recreational Aviation

