



Winds Aloft



EAA CHAPTER 790

P.O. BOX 1206 BARRINGTON, IL 60011

WWW.EAA790.ORG

Robert Porter, Aviator Extraordinaire

by Tom Solar

Part 2 continued from May's issue.....

Back to Racing

From 1954-1958 there were no air races. In 1964, Bill Stead revived Big Time Air Racing with the introduction of the Reno Air Races, which go on until this day. The Stead family were very wealthy land owners and well respected in and around Reno, NV. Bill's brother, who was killed in WWII, had the air force base named after him. In 1964 the first Reno Air Race was held.



Bob Porter flying "Buster"

A friend of Bob's (seems like his friends keep getting him back in racing) named Denny Sherman, a Fort Wayne, In. aircraft dealer, asked Bob if he would be interested in racing again. Denny had purchased a plane called "Little Gem". The Reno races had a racing category now called Formula One, which had the same requirements as the Midget Racers. Bob won first place, the first person to do so with the advent of the (Continued on page 4)



Photo by Jon Cumpton

790 OSH Work Weekend

by Tom LeGates & Ron Liebmann

This year's work weekend, to help EAA staff prepare the grounds for the upcoming AirVenture convention, was once again held on the first weekend in June. The job that we usually do filling teacher packets was done by EAA interns this time around, so we had to find other work that had to be done. This weekend was just kinda empty without Mike Titre who missed it for the first time in a long while. We all hope Mike is feeling better now having taken some time to get his strength back.

Herb Gottelt takes a break from mowing duties

We had the best weather that we have had in several years, with no rain past Friday afternoon, and pleasant mid-70's temperatures during the day. EAA once again opened up the Bender House for our use for the weekend. Most of us stayed there, although Jay Friddell and Tom LeGates camped over in Audrey's Park. We also had Jon Cumpton and 3 other EAAers from the Minneapolis area join us for the weekend. All had flown themselves (Continued on page 4)

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From Dana....



by Dana Holladay

I hope everyone is enjoying the warm weather that has finally arrived and perhaps some of you are actually doing a little flying from time to time. You won't want to miss this month's general meeting as we have a special program that I know some of you have seen. Scott Embury is an air traffic controller at the Gary, Indiana airport and an FAA Aviation Safety Counselor. He travels all around the Midwest to speak, is sponsored by Klein Tools, and brings lots of freebies and awards them to those who give correct answers in a game show type presentation. I have not yet seen Scott's presentation, but if you have ever heard his ATIS broadcast, "...pilots use

caution for deer, birds, and Wiley Coyote on and in the vicinity of the airport" or have had the pleasure of working with him while near Gary's airspace, you know he is quite a character. I spoke recently with someone who had seen Scott's program and she said it was very informative and included lots of stuff you don't usually hear during safety programs. It should be a real great show, so try and be there!

In addition to Scott's program, we will have updates on this summer's Young Eagles rallies, the Taylorcraft project, and of course, Oshkosh. It's hard to believe it is just a few weeks away. With the changes we have seen recently with the CARTS program, it will be interesting to see who gets into what and ends up where this year. And by the way, if you are planning to fly to the convention and don't have a copy of the NOTAM, I will bring several copies which I recently received from headquarters. See you at the meeting.



June 6th EAA Chapter 790 Board Meeting Minutes

The meeting was called to order by Tom Solar V.P. at Pilot Pete's Restaurant. Lon Danek, Ken Kresmery, Ron Liebmann, Ole Sindberg, Tom Solar, John Vlasic, Nancy Blazyk, and Glen Brisson were present.

1. The next General meeting will be on June 27th. The option of changing the date of the Board meeting was brought up and tabled for the next meeting when the Newsletter editors (Mike Perkins or Tom LeGates) can be present to comment.
2. Picnic and Young Eagles Rally is scheduled for June 10. Everyone bring meat, buns, and a dish-to-pass. Drinks will be provided.
3. Rob Strickland resigned as assistant secretary.
4. Work Weekend at Oshkosh: Did not assemble Teacher Packets. The members that were there did some painting and built a floating pier.
5. Air Venture: One person will be in charge of transportation, this year. If anyone is interested in helping with the Carts program they should contact EAA on-line. There are no defined benefits for volunteering at this time.
6. The 790 directory is available by e-mailing Tom LeGates.
7. Ken Kresmery will be having a party at his Poplar Grove hangar on August 20.
8. Where is our 790 aircraft trailer??? It is needed to haul items up to Oshkosh. If anyone knows where it is please contact a board member.
9. The new restoration shop in Crystal Lake is ready for meetings. The October meeting and Auction will take place at the new shop.
10. The general meeting in July will be at the Elgin restoration shop. This is the meeting before Oshkosh! Burgers will be served. Please bring a dish to share.

The meeting was adjourned at 9:40pm.

Submitted:
Nancy Blazyk, Secretary



(Robert Porter, Aviator Extraordinaire continued from pg 1)
Reno Air Races. This time Bob got to keep the trophy. Denny sold "Little Gem" to Bill Stead.

In 1965 locally sponsored races were held at St. Petersburg, Fla; Reno, Nv; Las Vegas, Nv and Palm Springs. Denny Sherman had taken "Miss Cosmic Wind" in trade and asked Bob to fly it. In Palm Springs, Bob took third place in "Miss Cosmic Wind" which was 100#'s heavier than the other aircraft. "Miss Cosmic Wind" was built by Tony Lavier, mentioned earlier, who worked at Lockheed's Skunk works in CA. Tony and his engineers built a sleek beautiful plane they were sure would win in the Midget Class, until they ran into Steve Wittman's creation "Buster". (Bob notes how aeronautical engineers would build a heavy plane and expect it to win!)

In September 1965 at Reno and in October in Boulder, Co. Bob took first place again (and kept those trophies) in "Deerfly", also bought and owned by Denny Sherman. Bob took second in Palm Springs which was the last race Bob flew. In the spring of 1966 Bob got promoted to full Captain and was now on the bottom of the seniority list with little room to allow for his air racing.

Bill Stead bought "Deerfly" and "Miss Cosmic Wind" after those races. Bill would race but he had a crew that would disassemble the planes for trailoring to the next race. (Steve and Bob would fly there planes to the race). On a race at St. Petersburg, Fla., while Bill was test flying his plane, he lost elevator control and crashed into the water killing Bill. No nut on an elevator bolt was the purported culprit.

During the Midget Race years, a parachute was required for racing. Bob doesn't know of anyone who bailed out at race altitudes. Moving ahead to 1964, parachutes were not worn. At those low racing altitudes, the chute would not have time enough to open.

Bob Now

Bob still flies and owns a 1947 Aircoupe and a Zenith Zodiac aircraft. He still lives on an airport and is building his own hangar, again. His final comment to me was "He valued those years with Steve Wittman, more than anything. He was a genius."

(Article photo courtesy Tom Solar)



(790 OSH Work Weekend continued from page 1)
down in their own aircraft, Jon in his Citabria, and the others in a Cherokee 6. (Jon's Cirrus SR20 is still in the repair shop after sustaining considerable damage in one of last year's hurricanes).

As usual, EAA had plenty for us to do. Don Jenerick and Bud Herod arrived Thursday night, and worked mowing detail on Friday. Herb Gottelt and Jon Cumpton joined Don on the mowers on Saturday and



Bud Herod and Carl Geiger building the frame for the new Seaplane Base dock.

Sunday. Carl Geiger, Ron Liebmann and Bud worked at the carpenter shop making a long floating pier for the Seaplane Base. Ron had to leave for home on Saturday afternoon to go to dinner with wife Bobbi and kids, as it was their 39th "big one" together. Jay Friddell worked over at the Pioneer Air-

Dan Michaels from Chapter 875 welding a new roof support on a tram.



park, while Tom LeGates worked with Bernie in the Restoration Shop refurbishing one of the trams, with new seats and roof support structure. Besides sanding and grinding, Tom got a **(Continued on page 5)**

(790 OSH Work Weekend continued from page 4)

chance to do a little MIG welding for the first time, and gained an immediate appreciation for the difficulty that homebuilders face in welding up a metal fuselage!.

The crew in the volunteer kitchen once again cranked out 5 hearty meals for us, including bacon, eggs, sausages, pancakes, sub sandwiches, barbequed beef, and a very tasty chicken casserole, along with breads, salads, desserts and a variety of drinks to go along.

For entertainment Saturday night, we were offered a tour of the Museum. This was unique this year, as they are preparing their new exhibit of SpaceShip One. Scaled Composites provided all of the external parts, made in the original molds, of the spacecraft

The tail "feather" awaits painting before being mounted to the fuselage.



Photo by Jon Cumpton

that won the Ansari X prize in 2004. Museum staff are in the process of putting the spacecraft together, so it can be on display in the Museum starting later this month. This is a challenging project, as there are no plans, per se, for the craft, but rather hundreds of pages of engineering notes that document all of the tweaks and patches that Scaled did to make this one-of-a-kind craft ready for its' journey to space. As can be seen from the photo, the staff still have a ways to go to make this look "just like" the original. Once completed, EAA's exhibit will have one very nice feature, as they will be able to have the tail structure "feather" and "unfeather" to demonstrate the spaceship's configuration for re-entry. The Smithsonian exhibit of the real spacecraft does not do this.

If you were unable to attend this weekend, I hope you will put the first weekend in June of 2007 on your appointment calendar, when we will get to do it all over again. And a round of applause for all those who came this year, helping our favorite organization prepare for another great AirVenture!



Blown in From the Winds Aloft

Next meeting: In his monthly president's column this month, Dana Holladay describes **June's program** and guest speaker, a controller from Gary and all-round humorist, **Scott Embury**. Be there for a program that is sure to be excellent.

Rob Skalany reports the Young Eagles Day and chapter picnic scheduled for June 10 was scrubbed due to weather. Perhaps we can reschedule the picnic for another YE Day.

Lee Hogan flies a beautiful 172 out of Schaumburg and took these photos from **10,000 feet** over the **Chicago lakefront**. Ron Liebmann reports that Lee



takes hundreds of photos every month on his flights. We were fortunate enough to get these from Lee via Ron.

(Continued on page 6)

The Safety Corner



by Mike Perkins

Flying is full of little decisions, and some of them can lead to others. Sometimes, the little things never amount to anything other than a single, isolated event. By that I mean, there is no “chain.” Nothing happens as a result of the little thing. But almost any incident or accident can be traced to a series of little things all adding up. Let’s play “what if” this month with a few “little” things.

You get to the airport and start a preflight inspection. You’re looking over an airplane you’ve flown many times before. Your non-pilot passenger has just arrived. There’s no one around to talk to or ask advice of.

Case 1: There are black streaks coming from a very long row of rivets along the span-wise centerline of the left wing. You also notice the same kind of black streaks coming from several rows of crossing rivets. The right wing looks normal. Do you fly the airplane?

Case 2: You notice that six out of 20 cowling attach screws are missing. Nothing else seems to be missing or exceptional. Do you fly the airplane? What if only three out of 20 are missing?

Case 3: You are checking the engine oil level that has an allowable range of between four and seven quarts. Instead of seeing the normal green-yellow milky-colored engine oil on the dipstick, the oil is dark, almost black, and there appears to be only three quarts present. You find no maintenance logbooks in the aircraft (but none are required). Nothing else appears amiss during your preflight and there’s no oil on the aircraft belly. You have plenty of fresh oil in the baggage compartment. Do you add some oil and fly the airplane?

Case 4: It’s nearly sundown and your passenger expects to take sunset shots through the side window over a lake twenty minutes away. The wind is reported as 250 steady at 16 knots. Your runway is

29/10. You have enough fuel for about 2.2 hours. The windshield is full of bugs from previous flights, dusty from a wind-blown plowed field, and the usual scratches. There is nothing to wash the window. Do you take the flight as planned?

Case 5: You take a fuel sample from the right wing tank. The cup is filled nearly with what appears to be water. You take another sample – it’s also mostly water, with some fuel floating on top. You shake the wing and take another sample. The next sample is nearly all fuel, with a just few drops of water present. Your preflight takes you to the left wing fuel sample, which reveals just a few drops of water. Do you fly the airplane?



[Blown in From the Winds Aloft](#) continued from page 5)

Ken and Polly’s 3rd Annual Day at the Hanger!!
Poplar Grove Airport, Sunday, August 20, 2006.
Lunch at 2 PM, Italian Sausage, sweet corn, soft drinks. Bring a side dish if you wish, bring your kids, your friends, a blanket for the grass, and something to sit on.

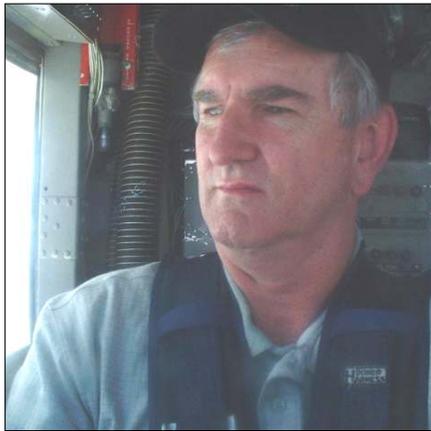
- See the new 1947 Republic Seabee
- Drive a 1979 Rolls Royce built for a prince
- Drive a 1923 Model T Ford
- Drive in a 1931 rumble seat Model A Ford
- Drive a 1957 Porsche
- Drive a 1934 Rolls Royce (may come with a bottle of champagne)
- Drive two VW Bug convertibles
- Drive a 1911 Woods Mobellette (if we can get it to run)
- Drive a motorcycle with a sidecar
- Sign up for the parachute jump
- Ride in an airplane

Located in the new hangers at Poplar Grove Airport. Party in the hanger in case of rain. Ken Kresmery 847-742-0000. Directions: Enter off Orth Road (museum entrance). Take the first left, look for Ryan Blvd. Kresmery’s address is Ryan Blvd. MD 4 & 5. (To drive to Poplar Grove airport, take I-90 west to Genoa Rd, Genoa Road north to Route 76. Go just past the airport to Orth Road. Turn right on Orth.)



Rare Flight Grumman G-21 "Goose"

By Ron Liebmann



How often does one get the opportunity to get nine hours of dual instruction in a Grumman G-21? Rarely to never would I guess. Well, that opportunity came to me the evening of our

May chapter meeting when Clyde Ericson asked me if I could help him fly Bill Rose's Grumman Goose back here from Marco Island, Florida. You can guess what my answer was.

The following Thursday morning at 0630 hours I met Clyde at Bill's DuPage hangar where his King Air 300 is based. I rode down to Marco sitting in the cabin with Bill's daughter and her husband and their two dogs. Bill Meyer was the captain and Clyde flew co-pilot on the trip down. It was a nice three hour and fifty-one minute flight from takeoff to landing.

Upon deplaning at the Marco airstrip Clyde and I were taken to another private strip where Bill Rose has a house and hangar for the Goose. As we arrived there it began to rain fairly heavy so we rested inside for a couple hours till the weather cleared somewhat.



We then took off about 1:30pm and flew to Thomasville Georgia for fuel. From there we went on to Chattanooga, Tennessee arriving there

at 8:00pm to spend the night. We stayed in a very nice Hampton Inn and dined at a fine restaurant right next door.

We returned to the airport at 9:30am and after fueling up again took off for Indianapolis Executive Airport for more fuel and lunch. After dining in a really good local restaurant there we took off again for the final leg home to DuPage.

The trip took us about nine flying hours cruising at about 125 knots indicated but with a fair tailwind for much of the trip back. We got up to 165 kts ground-speed per the GPS for a while. This was while burning 100 octane at the rate of 50 gph.

For much of the trip I flew the Goose hands on. It was great doing this as I had worked on this same Goose for years while working under IA Andy Spak in Bill's shop. This was sure great payback for me. We flew through some bumpy clouds at



times which put us into IMC which in turn forced me to sharpen my much needed instrument skills. Through all this, Clyde was a super instructor guiding me along and making me feel right at home in the Goose.

Ah yes, what a wonderful sound those round engines make!



(Article photos courtesy Ron Liebmann)

Technical Aids

Simple Green – As a degreasing agent, Simple Green is terrific. But did you know that the U.S. Air Force discovered that it's somewhat caustic to aluminum? They've banned it from use on aircraft. It seems to get into rivet and bolt holes, enlarging the holes over time and chewing away at the rivet or bolt as well.

(Buy, Sell or Trade continued from page 9)

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.**

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: 1 year old end T hangar with loft and full bath overlooking runways at Poplar Grove airport (NE of Rockford, IL). Museum, RV's, Stearmans and Yaks flying---\$80,000. **Call (847) 372-9374**

For Sale: Lowrance GPS Airmap 100. It includes yoke mounting bracket, external GPS antenna, cig lighter adapter and software cabling. Excellent condition. Updates can be obtained on line from Lowrance. Price \$100. **Contact Tom Solar (847) 468-9437.**



Calendar of Events

2006

June 25 (Sun) Fly-in/drive-out visit to Camp Grant museum and Command Post Restaurant, Rockford 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

* August 20 (Sun) Ken & Polly's Day At The Hangar, Poplar Grove

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

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

October 24 (Tue)..... Annual Auction Meeting, New Restoration Workshop, Crystal Lake

* Event added this month

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**

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

FAA Wings Program



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

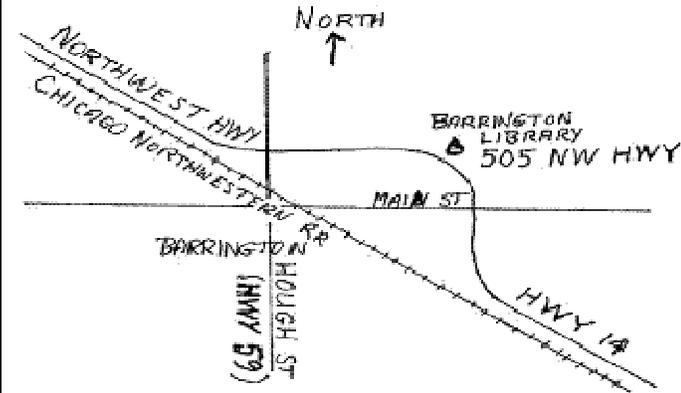
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DIRECTIONS, ETC

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.

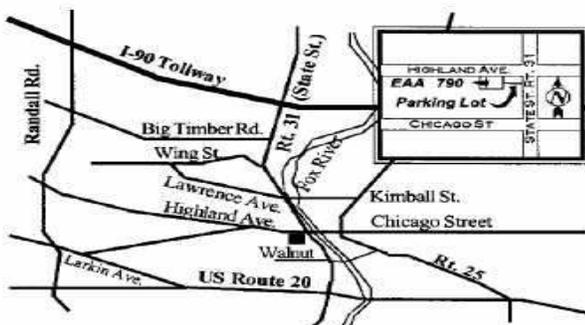


Elgin Workshop

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 Flybaby single seat, Continental 65 hp, 535 total hrs., 2000 Poly-fiber and Aerothane, 11.9 gal., 3.5 gph. Medical forces sale. A beautiful plane. \$14,000 OBO. **Wally Rupert 262-348-0297.**

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,

(Continued on page 8)

THE 790 SCRAPBOOK: *Additional photos by Jon Cumpton, Tom LeGates, Ron Liebmann and Lee Hogan, of some of this month's member activities*

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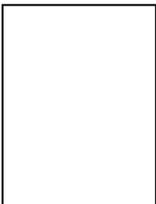
Pre-meeting Checklist

- ✓ **Name Tags**
- ✓ **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 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

The speaker for our June 27th meeting will be Scott Embury, an air traffic controller at the Gary, Indiana airport. He is sponsored by Klein Tools, brings lots of freebies, and awards them to those who give correct answers in a game show type presentation. Those who have seen his presentations say he is very informative and includes lots of stuff you don't usually hear during safety programs. It should be a real great show, so try and be there! As usual, the meeting will be held at the Barrington Public Library at 7:30 PM.



The Leader In Recreational Aviation



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

