

Winds Aloft



EAA CHAPTER 790

P.O. BOX 1206 BARRINGTON, IL 60011

WWW.EAA790.ORG



Clyde Ericson, with grandson Jack Long and the Stits. The next family member to solo? (Photo courtesy the Ericson family)

Ericson Family's Stits Playboy

by Clyde Ericson

This aircraft is probably the oldest flying homebuilt associated with Chapter 790. My son and I have been flying it since 1981. That's 25 years and we have logged just under 1,000 hours. I actually started building it in 1964 in a friend's garage in Royal Oak, Michigan when I was a new project engineer for Chrysler Corp. I picked the Playboy because I wanted to learn to weld and do fabric and wood as well as sheet

(Continued on page 5)

790 Young Eagles 2006!

By Tom LeGates

At the March Board meeting Young Eagles Coordinator Rob Skalany read a congratulatory letter (see page 7) from the EAA Young Eagles Office recognizing our Chapter's achievements. Our goal for 2005 had been to fly 200 Young Eagles, and we were able to exceed that. Rob wants to thank all of the Chapter members who volunteered their time, both on the ground and in the air, to make this possible.

Rob suggested, and the Board concurred with, a 2006 goal to fly another 200 Young Eagles. In support of this goal the Board approved his schedule of seven YE rally dates between April 29th and October 14th, all of which will be held at the Lake In The Hills Airport. Please check page 8 for the full list of dates, and add them to your calendar.

Rob will be looking for volunteer signups at the March and April members meetings, but if you would like to lend a hand don't hesitate to let Rob know anytime at (815) 459-6027 or bbbh2o@ameritech.net. Rob would be happy to have your help at the first rally, or to be on his "remind me for each rally" email contact list.

From Rob and all of the Board members, thanks again for making our support of the Young Eagle program in 2005 such a success. Let's do it again in 2006!

Ground School with Rob Skalany's C170, October 2005



Photo by John Kinyon

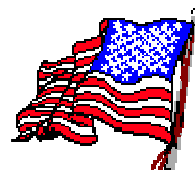
MARCH 2006

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From Dana....



by Dana Holladay

They say the two greatest days an airplane owner experiences are the day the plane is bought and the day the plane is

sold. I guess I can relate and I certainly concur. On March 7th, my partner and I departed from Palwaukee Airport around 1:30 in the afternoon and flew our Decathlon a little over three hours, landing in Glasgow, Kentucky for fuel. We then flew just less than two hours more and landed at Atlanta's Peachtree-DeKalb airport to spend the night. It was a beautiful flight with great VFR weather and an incredible sunset.

The next morning we departed Peachtree and flew just less than three hours to a private, grass strip a little south of Ocala, Florida and delivered N317SD to its new owner. We taxied right up to his back door and shut down in front of his other 4 airplanes. I felt that bittersweet feeling of happiness and remorse all at the same time. But I couldn't help but feel more happiness than remorse, however, as the check that comes from selling a plane is a check that keeps on giving month after month. I'm referring facetiously to the lack of expenses in the form of hangar rent, insur-

ance, the loan payment, fuel, and the dreaded annual inspection that add up to more than we really can justify in most cases. But then again, you can't take it with you, right?

Now for the third time in my life, I have bought and sold a plane, which means that I have six "greatest days in my life". Looking back, I can honestly say that I feel sorry mostly for my wife, Jill. She dearly loved both Decathlons and she loved to fly them whenever she had the chance and really hated to see them go. As Cubs don't routinely fly aerobatics and aren't speedy cross-country planes, she didn't lose any sleep when it came and went, especially since it "went" as a crumpled basket case. (I'm sure that had she had the opportunity to fly that plane, she might have learned to like it as well).

So if you find yourself in the Ocala area and you happen to see a bright orange Decathlon looping and rolling overhead, give it a wave...she has a great new owner who will truly enjoy her as much as we did. I think my next plane will be homebuilt...



Photo by Dana Holladay

March 7 EAA Chapter 790 Board Meeting Minutes

1. The board thanked Ole Sindburg for his terrific presentation on his brother's heroic efforts in China during WWII.
2. Ron Liebmann stated that the April 22nd Banquet plans were going well - price will be \$32/person. The deadline for a ticket is April 15th.
3. Glen Brisson is in the process of getting the TV Channel 2 pilot to let us have a tour of the helicopter, or give us a presentation at our general meeting.
 - We need more info on people willing to do a workshop visit and what aircraft people are working on.
 - The first drive-out/fly-out will be May 20th to Clow International Airport Museum and Restaurant at noon. Glen will be the contact person.
 - Also discussed were Rantoul and Landings Golf Course for possible fly-outs.
4. John Vlasic discussed going to Rockford Airport for a tour to learn about the history of this former WWII base.
5. Lon Danek reported the status of our 2006 budget. We have 91 paid members and we need 130 to make our budget. Other ways were discussed to help balance the budget.
6. Robert Skalany discussed the new Young Eagle dates for 2006 with a goal of flying more than 200 YE this year. EAA's Steve Buss sent a very nice letter and a great looking clock to reward 790 for reaching our 2005 goal. The new YE dates for 2006 are April 29, May 13, June 10, July 15, August 19, September 16, October 14
7. General discussion on: Ambassador status for AirVenture 2006 and camping availability/expenses; Work Weekend in June; Frasca fly-in in June.

Submitted: Abbie Friddell
Acting Secretary for Nancy Blazyk



The Safety Corner

Short Final

by Mike Perkins



It's interesting how often down the last mile to the runway, things seem to be clicking. All your concentration is on making this landing your best ever. You've got it nailed – airspeed, glide path, descent rate, centerline. But during this time, are you too focused on the perfect landing?

Tunnel vision hits us all. It comes from extreme concentration on a single task, to the exclusion of other influences. Are you ready to avoid another aircraft should one come from out of nowhere? Will a sudden downdraft cause you to immediately add power without delay? Are you comfortable enough to relax and look around while you go down that last mile?

Short final is the place where you should be loosest. You're near the ground. You're going fairly slowly. The winds are subject to effects of ground objects. Your runway is the target of other aircraft you may have not yet seen. If you had to pick a dangerous spot, this is it. Perhaps rather than concentrating on the perfect landing, this might be a good time to loosen up and get ready for the unexpected.



Overheard

While on short final for the center runway of KIWA during a busy time of day we overheard tower give instructions to the aircraft following behind us.

N1234: Gateway tower, N1234, with you ILS three zero charlie.

Tower: N1234, roger. Number two cleared to land. There will be... (pause). Well, there will be a lot of stuff happening before you land.

(copyright AVweb 2006)

Blown in From the Winds Aloft

Our annual banquet is Saturday, April 22 at Emmett's Restaurant & Brewery Company, 128 W. Main St., West Dundee, IL. The cash bar will open at 6:00 with dinner being served at 7:30.

Emmett's is located on the north side of Main Street (Route 72) one block west of the Fox River. Parking is at the rear of Emmett's and in the bank parking lot across the street just west of Emmett's. Please get your reservations and money (\$32 per person) to **Ron Liebmann**. Give Ron a call at 847-382-8282.

As the election season heats up, get ready for a higher rate of **TFRs**. It is a little known fact that for each TFR, numerous GA aircraft are forced to land by our armed forces. Even if the weather's beautiful and you don't need a weather briefing, please call 1-800-WX-BRIEF and just ask the briefer for any TFRs in the area.

Next month will feature an update of **Mike Smith's** beautiful, under-construction Kitfox, rich with photographs. Be sure to watch for it.

If you're like most of us, it's hard to pick a favorite photograph of the Concorde. Here is a shot of the



Concord's last flight along with its escort, Britain's RAF Red Arrow team. Some chapter members might recall that chapter member and British Airways employee Donna Blanchard got us an interior tour of the Concorde at Oshkosh some years ago.)



(Ericson Family's Stits Playboy Continued from page 1)

metal. I planned to use the experience building this aircraft to get my A&P rating.

I bought the plans for \$25.00 from Ray Stits and with the help of the members of EAA Chapter 13 started to collect all the material I would need. Since the Playboy has a welded tube fuselage, I enrolled in an aircraft welding course at the Detroit Aero Mechanical High School. Welding .035" 4130 tubing takes some practice, so I welded a lot of cluster joints before I started on the Playboy. By 1967 I had the Playboy on the gear with a Lycoming O-290 GPU installed and the tail was finished except for covering. All the wing ribs were completed, but I had not started to assemble the wings yet.

That same year I began to evaluate my career at Chrysler. I had received a Masters Degree in Automotive Engineering from Chrysler Institute, but my heart was not in the automotive field. On week ends I would be out flying my Luscombe 8A or working on the Playboy. All my friends at work were working on cars or involved in one of Chryslers race teams. There was something wrong with this picture, so I applied with United Air Lines and was accepted as an Industrial Engineer in their Line Maintenance Department in Elk Grove Village. I continued to work on the Playboy at my house in Arlington Heights. I had an attached garage that I called my attached hangar, because my cars never saw the inside of it. The day I brought the Playboy to Arlington Heights from Detroit on a trailer, I met every kid in the neighborhood. They had never seen a homebuilt aircraft.

Early in 1968 I decided to try to get on as a pilot for United. I had 250 hours and a private license. I obviously was not qualified so I dropped the Playboy project and proceeded to get my commercial, instrument, and multi-engine ratings, plus my CFIA and CFII. Within the next two years, I built my time up to 850 hours and got hired as a B737 second officer. At \$600 a month I couldn't afford to work on the Playboy, so the project was put on the back burner again. It wasn't until my son, who was 12 at the time, encouraged me to complete the project. This was in 1979 and I thought it would be a good father son project. My son Todd was a

big help and it was a great learning experience for him. It turned out that his goal was to solo in the Playboy and get most of his flying time towards his Private license in the Playboy. He was ready to solo the Playboy at 14, but he was of course too young to solo a powered aircraft. In order to legally solo at 14 we joined Sky Soarings, a glider club near Huntley.

Todd did finally solo the Playboy just after his sixteenth birthday and got his private license at 17. His first passenger was my daughter, Jody. I videotaped the flight and remarked that I had a lot riding on the flight. I sired both kids, taught the pilot to fly, and built the aircraft. What pressure! He did a great job flying that short coupled tail dragger and then went on to build most of his flying time in it. By the time he finished high school he had 450 hours and a commercial, instrument and glider rating. I told him once that his experience flying the Playboy would serve him well in flying any other aircraft in the future. This has proven true.

When Todd graduated from high school I gave him half of the Playboy as a graduation gift. When he graduated from the Air Force Academy I gave him the other half. This was my way of telling him that I would never sell the Playboy. He has plans of teaching his three boys to fly in it. The Playboy has been based in the Washington D.C. area near Edward Air Force Base and Las Vegas. Todd even flew it to the Bahamas on his honeymoon. He couldn't take it to Italy or England while he was based there, so every so often it still shows back up in my hangar. This usually occurs around annual time or when some needed repair is required and he needs Dad's help.

I presently have the Playboy back in my hangar. Todd now has a Bonanza which fits his family of five much better. I fly the Playboy on occasion to keep my tail wheel currency up. You can get lazy flying those aircraft with that training wheel up front.

I can't begin to tell you how important EAA has been to Todd. He's been involved with building and flying an experimental aircraft, attending forums at Oshkosh, and meeting first-hand some of aviation's legends. All this has been invaluable to him at his present job as an Air Force test pilot.

Playboy Specs

Engine: 125 hp

Cruise: 105 knots

Useful Load: 500 pounds

Wing Span: 23 feet

Length: 18 feet

Limited aerobatics

How I Learned about Flying.... Again

by Dana Holladay

I recently was flying a Cessna 152 with a student and toward the end of the lesson we found ourselves over one of my favorite grass strips in southern Wisconsin. My student needed practice with simulated engine failures, so you can guess what happened next...that's right, we "lost" the engine. I would soon begin to wonder whether or not I had lost my mind.

We were at about 3,000 feet AGL and as my student was positioning the plane, we debated whether or not to make a full-stop landing or a low approach. I usually have students do full-stop landings during simulated engine failures, but it had rained heavily the day before and I wasn't totally comfortable touching down this time.

I made an attempt to think about it and decided that since the ground at Westosha was spongy but ok and the surface wind had been blowing very hard most of the day, the ground would most likely be firm enough for a full-stop landing. Well, it was. Unfortunately, "full-stop" took on a whole new meaning as we decelerated after touchdown like we had a small drag chute attached to the plane! I asked the student to apply more power...and he did...and we continued to decelerate. I asked the student to apply even more power...and he did. The deceleration continued. Eventually I asked for and received full throttle. Much to my surprise we came to a full stop...with full power...and full aft yoke! By this time I was convinced that my student was riding the brakes, a habit he has had from the start of his training. But when asked, he proudly proclaimed that he wasn't and to prove it he pulled his feet completely off the rudder pedals. I was dumfounded. And my full-stop landing was complete and I mean completely complete.



I had no choice but to get out of the plane and assess the situation. Were the brakes frozen? No, just my brain. I scratched my head and was surprised to see that the wheels were barely below the surface. I'm talking not more than one inch, and yet this plane would not move with full power! I pondered our predicament and was certain that we had stumbled across an area of exponential gravity or something. I was also certain that I would probably need to find an alternate way home if I couldn't find some way to get that plane to the top of the hill where the exponential gravity would certainly be on my side. I failed to mention that we were attempting to taxi up a slight incline which was part of the problem. With more than a little help from the propeller and 110 horses, I was able to muscle the plane up the hill by pushing alternately on the wing struts. This was necessary because I had to push so hard on the struts that my student was unable to keep

the plane taxiing in a straight line, with or without differential braking. Let me tell you, he was not the only one getting an education that day. I couldn't help but think that this taxi technique was not in my training syllabus, but I guess sometimes you have to improvise.

It took a textbook soft-field takeoff to gain enough speed to get us off the ground, even departing downhill. As the wheels began to separate from the ground, I couldn't help but feel that I had cheated further embarrassment and did my best not to feel cavalier. I kept reminding myself that had I used my head, I would not have been in this spot in the first place. My bruised ego needed a massage and the successful departure turned out to be the masseuse. Needless to say, a good pilot is always learning and that day I received my master's degree in soft-field takeoffs and landings. All in all, it was great experience and certainly different...besides, how bad can it be when your mistake doesn't require you to fill out FAA paperwork? Be careful out there...and watch out for the soft field with exponential gravity!



YOUNG EAGLES

January 23, 2006

Robert Skalany
EAA Chapter 790
PO Box 1875
Crystal Lake IL 60039

Dear Robert:

On behalf of EAA and the Young Eagles Office, we extend our congratulations to you and the members of EAA Chapter 790 for reaching your 2005 Young Eagles goal. Because of the dedication of your Chapter and other volunteers worldwide, more than 1.2 million young people have experienced the joy of flight. In addition to that experience, you have made a positive and possibly life-changing difference in the lives of children. The seeds planted today through the Young Eagles Program are bearing fruit and leaving a lasting legacy in aviation. We can all take great pride in this fact.

Please accept the enclosed Young Eagles clock as a small token of our appreciation for participating in the Young Eagles Program -- and for setting a goal and reaching it! We hope it will find a meaningful place in your Chapter's facility or local FBO.

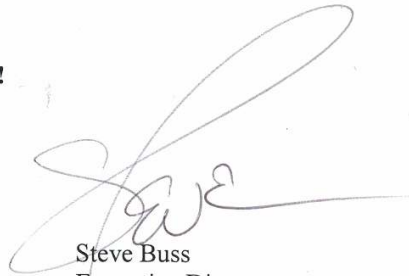
Very soon, the list of EAA Chapters that set and reached goals in 2005 will be featured on the EAA Young Eagles web site. I encourage you to visit the site and take advantage of the resources available to you in the Volunteer sections. Plus make sure you look through our featured volunteers section. Remember, we are always looking for stories and photos to share with Young Eagle volunteers and EAA members.

We look forward to working with you and the members of Chapter 790 in 2006. Please let us know how we can assist your local Young Eagles program.

Thanks a Million!



Michelle Kunes
Program Administrator



Steve Buss
Executive Director

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E-mail: yeagles@eaa.org • www.youngeagles.org

Calendar of Events

2006

March 26 (Tue)..... Members Meeting, Barrington Library

April 4 (Tue)..... Board Meeting, Schaumburg Airport

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

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 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

(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.**

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

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

FAA Wings Program

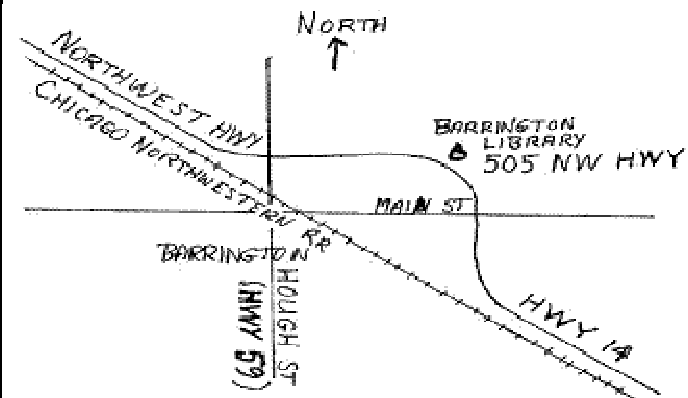


Abbie Friddell, Master CFI, CFII is offering an EAA Chapter 790 special discount. 3 hours Wings Program Instruction for \$75. Phone: (815) 547-9574 Email: abbienair@sbcglobal.net

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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.

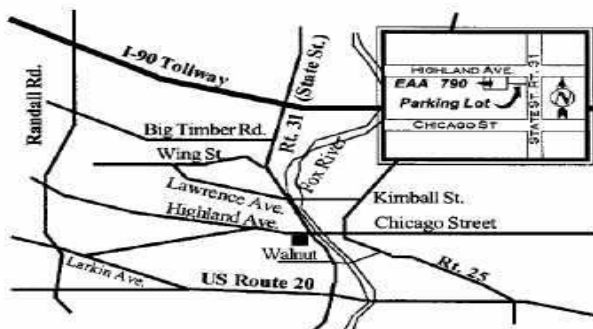


Elgin Workshop

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 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.

EAA Chapter 790 Annual Banquet Reservation

Saturday April 22, 2006 at Emmett's in West Dundee

Name: _____

Amount Enclosed: \$_____ (\$32 per person)
(Make checks payable to "EAA Chapter 790")

Spouse/Guest: _____

Send To: Ron Liebmann
1829 Dover Court
Schaumburg IL 60193

Or: Bring to the Meeting, Tuesday, March 28th

Last day for Reservations: Saturday, April 15

Menu Choices:

Member	Guest	
_____	_____	Petit Fillet
_____	_____	Chardonnay Chicken
_____	_____	Grilled Atlantic Salmon

NEXT CHAPTER MEETING

The March Chapter meeting will be at the Barrington Library on the 28th beginning at 7:30. Our speaker will be Dean May. Using the preflight planning we all do prior to a cross-country flight, Dean will help us understand how our planning activities result from, and help us comply with, parts 61 & 91 of the FARs. Dean promises an interactive experience and an entertaining and informative evening. This is a meeting you don't want to miss! Hope to see you all there.



The Leader In Recreational Aviation



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