

# Winds Aloft



EAA CHAPTER 790

P.O. BOX 1206 BARRINGTON, IL 60011

WWW.EAA790.ORG

## Robert Porter, Aviator Extraordinaire

by Tom Solar

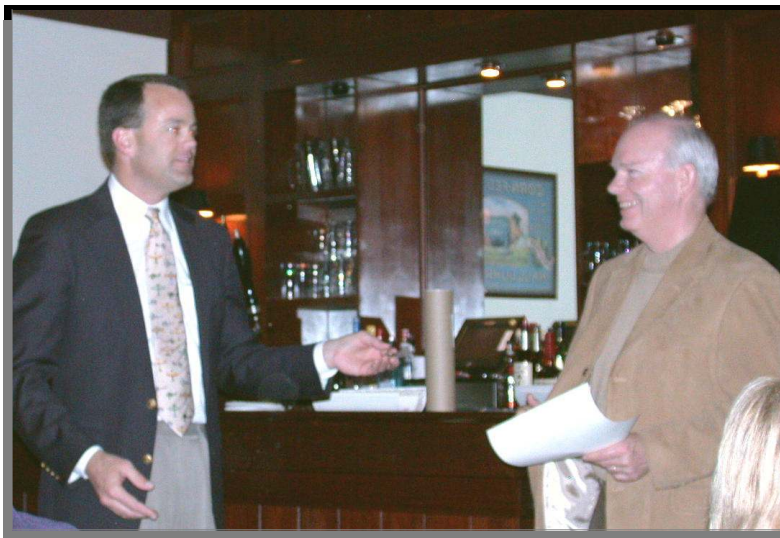
**B**ob was born in 1926 in Milwaukee, Wisconsin. Graduated from Pewaukee High School and enlisted in the Army Air Core in 1944. Bob received military and preliminary cadet training in Houghton, Michigan. When the War was over, pilot training was discontinued and he was honorably discharged after 18 months service.

After the war he found a job working in Milwaukee. Pursuing his love for aviation he obtained his private license through the GI Bill at Mitchell Field in Milwaukee. He received his training in an Aeronca Champ within the allocated 40 hours. The Champ was not equipped with a radio, so he received all of the tower communications via light signals.



Bob Porter in "Buster" with Steve Wittman

(Continued on page 4)



Dana Holladay presents Tom Solar with a certificate of appreciation. (Photo by Tom LeGates)

## Annual 790 Banquet a Success

by Ron Liebmann

**T**his year's annual banquet was once again held at Emmett's Tavern & Grill in West Dundee. What was different this year was the month it was held. It was changed from March to April for the sake of better weather. You may remember in the recent past that we slogged thru snow and cold getting from the parking lots to the front door.

This year the WX was super but the attendance was down a bit. After polling some of the regular attendees of our dinner I have decided to look for a different restaurant for next year. One reason is the

cost of the drinks. It seems that \$9 was the average tab for bar drinks. I sure would like it if you would give me suggestions for a new spot. There has to be a good selection of restaurants that have banquet rooms. For those of us who were there, it was a good time for all. Dana did a fine job of passing out the certificates from H.Q. and thanking all who have served the chapter so well. Thanks to everyone!



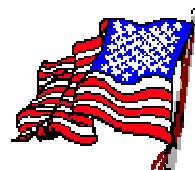
May 2006

From Dana..... 3  
Board Meeting Minutes ..... 3

From The Winds Aloft ..... 5  
Chapter Calendar ..... 8



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## From Dana....



by Dana Holladay

**S**o... I was sitting at Westosha Airport on March 31st with nothing to do – the surface winds were steady at 20 knots gusting over 30. I had heard of people taking off and climbing into extremely high winds, flying backwards (the proverbial negative ground speed), and landing without changing heading beyond 90 degrees of the runway heading. I thought I'd try it.

I launched from runway 21 in a Cessna 152 and pitched for best angle of climb speed. It took 8 minutes to climb into winds strong enough to achieve zero ground speed and by the time I started "backing up" I was about 2 1/2 miles upwind! By turning slightly

southwesterly due to the direction of the winds aloft, I was able to start backing up. Twenty eight minutes into the flight I was directly over the departure end of runway 21 and after 32 minutes aloft I was over the approach end. My goal was to stop short of the point where my wheels had left the ground on departure, so I wanted to make sure I had a long enough final approach to pull it off. You see, if you drop down too soon, you will overshoot this point and have to climb again and start over.

When I was on about a three-quarter mile final, I pulled the power to idle and brought the plane down low enough to where I actually needed to add power to reach the runway threshold. I touched down just beyond the numbers and came to a full stop about 200 feet short of my point of departure. The entire feat took just over 41 minutes, much longer than I guessed it would, but the winds aloft were not as strong as forecast and a 4000 foot ceiling limited how high I could climb. It must have looked funny from the ground!



## May 2<sup>nd</sup> EAA Chapter 790 Board Meeting Minutes

*Tom Solar presiding, Ron Liebmann, Glen Brisson, John Vlasic, Tom LeGates, Ole Sindberg, Lon Danek & Herb Gottelt also attending.*

**Young Eagles** – April 29 Rally had 6 kids attending, with 4 pilots and 9+ ground crew. We all agreed that weather that day probably reduced turnout. Also, no advertising had been placed. Rob Skalany indicated he wanted intro's to Scout groups from other chapter members, so he could "sell" Young Eagles and get a commitment prior to our rallies. Also Rose May will be placing newspaper ads prior to the May 13 rally. Rob reiterated that there will be a picnic after the June 10 rally. He will write up an announcement for the newsletter.

**Drive-outs/fly-ins** – John Vlasic discussed information he had obtained regarding a visit to the Rockford airport. He suggested either visiting Pride Aviation or the Command Post restaurant for lunch and a presentation on the history of the airport. We set a tentative date of June 25 for the visit, John will check on availabilities for that date and firm up one activity or the other. He will write up something for the newsletter.

Glen Brisson discussed the upcoming visit to Clow International. We decided to meet at the restaurant at 11 a.m. to beat the crowds. We also decided that we

needed to release an email reminder to chapter membership with time and details of the get-together, due to the immediacy of the event (May 20). John Vlasic will write something up and Tom LeGates will do the email.

**Calendar Items** – Reaffirmed the July AirVenture prep meeting will be held at the Elgin workshop, and will include food (details to be worked out at the June board meeting). Our annual auction was scheduled for September, but has been moved to October as we do not have the Library reserved for that month. The auction meeting will be held at the new workshop, which is in Crystal Lake.

**Directory** - We decided we would not do a formal published directory this year. Rather we will distribute member information, via an Excel spreadsheet format, to members who request it.

**Treasury** - Lon Danek discussed the current status. Our banquet expenses were over budget due to unanticipated charges from the restaurant. We decided to look for a different location for the banquet next year. We also briefly discussed adding entertainment and/or a guest speaker to next years' event, although we would need to find a way to fund this.

Respectfully submitted,  
Tom LeGates, Director



(Robert Porter, Aviator Extraordinaire continued from page 1)

In 1946-47 Bob obtained his Commercial license at Curtis Wright Field in Milwaukee, now known as Timmerman. Along the way he bought a Waco UMF5 airplane which had the Continental Engine contrary to the YMF which had a Jacob's Engine. He also acquired a Culver V w/retractable landing gear which was the last Culver built in 1946 and a home-built midget biplane named "Night Twister". "Night Twister" had a 4 cylinder in line engine w/63 rated HP. The engine was one of 3 built by the Tank Engineering Co. in Milwaukee, Wisconsin. One of these engines resides at the Poplar Grove Museum and one belongs to Dennis Trone also at Poplar Grove. He eventually sold the Waco and bought a Luscombe model 8a in 1951. He was spending all of his hard earned money on airplanes prior to going to work for Steve Wittman.

### **The Steve Wittman Connection**

A friend of Bob's also named Bob, Bob Huggins, heard that Steve Wittman was shopping around for a good race pilot for his Midget Racer "Buster". Bill Brennard, Steve's previous pilot in "Buster", took a full time job with Marathon Paper Co. flying for them out of the Winnebago Airport.

Bob Huggins was an older pioneering pilot who also instructed WWII air cadets at the old Curtis Wright Airfield. Bob had managed numerous airports including; Waupaca, Capital, Ft. Atkinson and Brown Deer. Bob relates an interesting experience Huggins had. In order to qualify for Midget Racing, the pilot had to prove the airplane could withstand 6 g's.

This was accomplished by installing an accelerometer in the plane. While Huggins was testing out a certain racer, he noticed the accelerometer was not working properly. Just then the wings collapsed and Huggins had to bail out. Successfully!

In 1951 Bob Huggins phoned Steve and informed him of a young man that would make a fine racing pilot. Hence Steve called Bob and requested an interview. Bob went to Oshkosh where Steve was the manager of the Winnebago County Airport (later named Wittman Field) Steve had Bob fly "Buster", the Midget Race Plane. Bob realized his "Night Twister" was harder to fly than "Buster". After the interview, Steve let Bob know he was interviewing someone else as well. Some time later Steve phoned and offered Bob the position. The typical payment conditions for racers back then was 40% of the winnings and retain the trophies. Steve made a unique offer to Bob, no percentage and no retaining any trophies, but work at Steve's shop at a much reduced pay than he was getting. Bob's duties were to race, repair planes, clean up the shop, obtain an instructors rating and instruct new pilots. Bob jumped at the chance and worked for Steve for the next four years. Bob was 22 years of age. This period of time was towards the end of the Cleveland Race Era.

### **The Cleveland Air Races**

In the 1930's the Cleveland Air Races, held at the existing Cleveland Airport, was the most popular national sport. Prior to the war all racers were homebuilts. Some of these racers were Roscoe Turner, Steve Wittman, Tony Lavier who worked at Lockheed's Skunkworks, Bill Brennard,



*Bob Porter flying "Buster"*

*(Continued on page 5)*

## **Blown in From the Winds Aloft**

Our May 23rd meeting will see two programs from our speaker **Mike Kellner**. Mike owns Marengo Metal Works which does warbird sheet metal skin and structure restoration. Mike also owns an early **B-17E** called the Desert Rat and is working on reskinning and rebuilding the entire fuselage. This is an enormous undertaking, which he will be telling us about. Because his shop is now a B-17 restoration source, other B-17 owners seek Mike out for their projects. Photos and B-17 information can be found at [www.marengometalworks.com](http://www.marengometalworks.com). In his spare time, Mike has developed ¼ scale, all metal, radio controlled flying aircraft. These models are built just like the real ones, only smaller. Mike will bring in some parts to show us, because the complete assembled model is too big for our room!

As this is a “lean” year for our chapter finances, we have decided to publish **current member information** a bit differently. We will be making this information available in a **spreadsheet format** to all members who request it. If you wish to receive member information, please contact Tom LeGates. He will be happy to **email** you an Excel spreadsheet with the information. The easiest way to contact Tom is by email at [trlegates@comcast.net](mailto:trlegates@comcast.net), but you can also make your request via phone at 847-462-1791, or see Tom at our monthly meeting. A very limited number of printed copies of this information will also be available at the May meeting.

On Saturday June 17<sup>th</sup> we are having a **builder visit** to **Bernie Thalman's home** in Wilmette at noon time. Bernie is a member of EAA Chapter 89 and has been a guest speaker at Chapter 790. He has built a **BD4** in 1966 and his present **Thorp T-18** back in 1968. This aircraft has survived 3 accidents and is still flying strong. Bernie is building his second T-18 now, with all the improvements and knowledge he has gained in the last 38 years of flying this type of aircraft. He is also an expert in avionics and electronics. He has many interesting things to show us at his home, besides the second T-18 under construction. Bernie's address is **2912 Old Glenview Road, Wilmette, IL 60091**. Simple directions are: Just East of 94 is where Skokie Blvd. crosses Old Orchard Road. Old Orchard Shopping Center is right there. Old Glenview Road crosses Skokie Blvd just north of Old Orchard Road. Bernie's

*(Continued on page 7)*

**(Robert Porter, Aviator Extraordinaire continued from page 4)**

Art Chester, Bennie Howard and Jimmy Doolittle. After the war modified fighters, i.e. P-51's, and P38's were raced. This required a larger circumference race track and was not entirely viewable by the spectators. The viewers preferred the Midget Racers since their air track was about 1-1.5 miles in length and easily viewed by the spectators. In 1949 Bill Odom was flying a P-51 Mustang owned by Jackie Cochran. Bill lost control of the aircraft. The plane crashed into a farm house and killed the lady inside as well as Bill. This was the death knell of the Cleveland Air Races. There were only a few more races, thereafter, held at Cleveland. Bob never flew at Cleveland.

### **“Buster”**

In 1931 Steve Wittman started with stock parts and decided he could build something himself and he called it “Chief Oshkosh”. Steve raced the “Chief” up until 1939 when the war started. The “Chief” was a continuing evolution with what Steve wanted out of a race plane. In 1939 he hung up “Chief Oshkosh”. Later on he took it down and put new wings on it and made some other modifications and took it to Cleveland and won the race. Steve made money racing throughout his career. “Buster” was “Chief Oshkosh” reinvented with a wing span of 15 ft 1 inch. Steve invented conventional slab flexible land-



*Here is a picture of Bob and his plane "Night Twister". He owned this plane at the time of his employment with Steve Wittman. Note: The engine and picture of this plane and story of the engine from Tank Eng. Co. can be seen at the Poplar Grove Museum.*

*(Continued on page 6)*

(Robert Porter, Aviator Extraordinaire continued from page 5)

ing gear which he used for "Buster". He later patented it and is now the gear of record on most Cessna general aviation light aircraft.

In 1948 Steve built an improved version of "Buster" called "Bonzo". He also built a "Bonzo" I in 1937 or 1938 which was in the unlimited class and was powered by an inline Curtis D12 engine. "Bonzo" I was one of the two fastest aircraft during that time period; Howard Hughes flush riveted racer was the other. In 1939 "Bonzo" I flew 325 mph in level flight, faster than any top of the line military aircraft of the time. So there were two Bonzo's and the unlimited racer is in the EAA museum.

In 1952 Steve wanted a two place plane to fly around the country, so he built the "Tailwind" which was initially called the "Magic Carpet". It was the best built homebuilt around at the time and Steve would frequently fly to the early EAA meetings. He eventually sold the plans. Paul Poberezny's plane shown in *Mechanix Illustrated* was the "Baby Ace" of which he later bought the rights from the Corben Company near Madison, Wisconsin. Steve later built a two place plane called "O&O Special", Ocala to Oshkosh. A 200 + mph plane which would fly non stop.

### Midget Air Racers

Just like in any sport there were guidelines for these aircraft. They all had the same engine, a 190 cubic inch Continental Model 85, which put out 85 horsepower. The gross empty weight needed to be no less than 500#. It had to have fixed landing gear, a fixed prop and while jacked up in the cruise state

had visibility requirements. The pilot had to sit upright, not prone and must be able to view the ground from looking over the front cowling and at a fixed point over the wings leading edge. There were no radios and the main tires were minimum 5", with usually very small tail wheels. The engine could be either tractor or pusher configured and often reached Rpm's of 3900 with a high pitched prop. The specs came out in 1946 and the first Midget Race was in 1947 and sponsored by Goodyear. These planes reached speeds from the high 190's to the low 200 mph's on a course from 1.5-1.75 miles in distance.

The 1950 Detroit National Air Races replaced the Cleveland Air Race. Bob's race training from Steve Wittman included picking out some trees or structures and flying around them west of Oshkosh. In 1951 Bob entered his first race. Some of the towns were Chattanooga, Tennessee, Redding, Pennsylvania and Detroit. His best finish was 2<sup>nd</sup> at Chattanooga, Tennessee. Steve in the meantime flew "Bonzo" II which was also donated to the EAA museum along with some trophies.

Bob's last race for Steve was in 1954 at Danville, NY. Bob had flown 8 races. Midget Air Racing was over. In 1954 a contact with the Smithsonian Institute asked Steve if he would donate "Buster" to the air museum. Steve agreed and later in the year, he and his wife flew their 190 with "Buster" and Bob following. Upon arriving at the National Airport in



*"Buster" in the Smithsonian Museum*

Washington, Steve called the tower and received permission to land. He also received permission for "Buster Bob" to receive light signals for landing. Upon landing, Steve would not permit the Smithsonian to disassemble "Buster". The

*(Continued on page 7)*

(Robert Porter, Aviator Extraordinaire continued from page 6)

fabric, which was cotton and Nitrate dope, was uniquely connected with the wings in such a manner, that major restoration would need to be accomplished in order to reassemble the plane. So, the Smithsonian got permission to tow "Buster" through the streets of Washington, DC early one morning with Police escort. It hangs in the Smithsonian Air Museum as a reminder of the heyday of Midget Air Racing, which delighted so many spectators. A fitting closure for Midget Air Racing .... But not quite.



*Here is a picture of Bob and Denny Sherman alongside "Little Gem" in which Bob won and flew in Formula One competition*

### **Bob's Real Job**

With the demise of air racing, Bob began to look for a real job. In 1955 he landed a job with United Airlines flying Piston, Turbo Prop and Jet airplanes. From Convair 340's, Viscounts, Caravelles, captain on DC6's, DC 10's and Boeing 727's in 1986 at the age of 60 Bob retired from United.

*You can read the final installment of Bob's extraordinary air adventures in next month's newsletter.*

*(Article photos courtesy Tom Solar)*



## Recognizing Our Members

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

**Mike Lies  
Ed Rumph  
Shane Stolanik  
Mitch Wohl**

*(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)*

(Blown In From The Winds Aloft continued from page 5)

home is just a little East of Skokie Blvd. This location is very clear on any online map search. Call John Vlastic at 847-524-1857 for more information.

**Fly-in/Drive-out Museum Visit** on Sunday, June 25<sup>th</sup>, Rockford. Our chapter has reserved the Command Post Restaurant in conjunction with the **Camp Grant Museum** for a fly-in and drive-out museum visit and buffet luncheon for our Chapter. Plan on an 11:30 arrival, with lunch starting at noon. Not usually open to the public on Sundays, the **Command Post Restaurant** is located at 1004 Samuelson Road, (the corner of Samuelson Road & 6<sup>th</sup> Street) in Rockford, IL. 61109. It is at the northeast corner of the Greater Rockford Airport, which is built on the property of the former Camp Grant. This was one of the largest encampments of WWI. Built in 1917 there were 1,100 buildings housing 50,000 officers and enlisted men. The museum has an enormous amount of memorabilia of Camp Grant collected from local residents. Also one of the museums curators will give us a history presentation which is very interesting. John Vlastic has done this luncheon buffet and program with another group and that is why he has set up this outing up for Chapter 790. The excellent country buffet will cost **only \$14.00** per person, with everything included. The restaurant and museum are located in the only surviving buildings of Camp Grant, which was the fire house. This is just off the airport property, so for members flying in, we will have someone drive over to pick them up, or arrangements can be made with the FBO for a shuttle bus ride. Please call John Vlastic 847-524-1857 with your RSVP and if you have any questions.





# Calendar of Events



## 2006

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

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

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

\* June 17 (Sat)..... Builders visit, Bernie Thalman T-18, Wilmette

\* 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

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

## 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)

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: [kmlanair4@aol.com](mailto:kmlanair4@aol.com).**

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

**For sale:** At Poplar Grove Airport, 1968 Cessna 150H with 3800 TT, 530 SMOH -- \$19,500 OBO. **Call Ken Rentmeester at (847) 372-9374.**



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

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

## FAA Wings Program



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

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

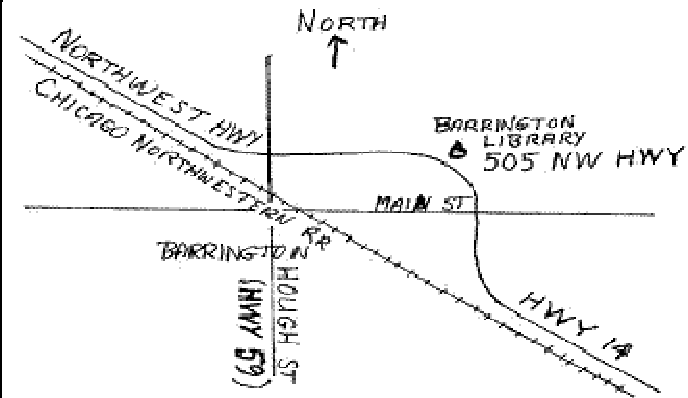
**Email: [abbiennair@sbcglobal.net](mailto:abbiennair@sbcglobal.net)**

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## DIRECTIONS, ETC

Regular Chapter meetings are held on the fourth Tuesday evening of each month (except July) at the Barrington Public Library. Meetings begin at 7:30, with a social "hour" preceding. The Library is located on Highway 14 between Main St./Lake Cook Rd, and Highway 59 (Hough St.) in Barrington, Illinois.

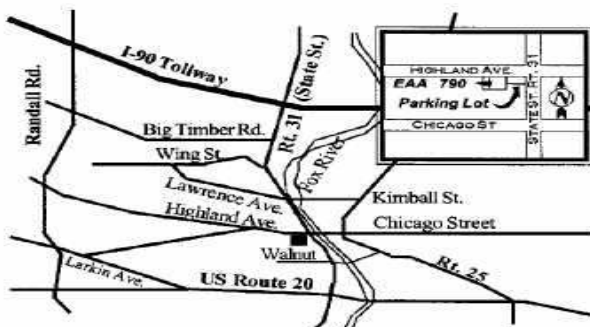


### Elgin Workshop

The shop has stayed open this Summer and Fall because we are fabricating the T-Craft now, so that we can get it thru the primer paint stage while we can have all the doors open for ventilation. We need the warmer weather to do the job right. The tail surfaces and the ailerons are thru the rib stitch stage and the fuselage is being stitched now.

Workshop days will be Tue, Thu & Sat unless the weather is nice for flying. I still want to enjoy my Kitfox in the warm weather too. Call my house or cell to check if the shop will be manned on any particular day. Or better yet, call the shop directly at 847-608-0001. My home number is: 847-352-8282. Cell #: 847-997-0801. Ron Liebmann.

**219 W Highland Ave  
Elgin, IL 60123**



### Buy, Sell or Trade

*Classified ads may be submitted by any Chapter member free of charge. They will run for about 3 months unless canceled or renewed. Non-Chapter members and sponsors may purchase a business card size ad for \$100 per year. Ads for shorter periods are \$10 per month*

**For Sale:** RV-6 tail kit and wing kit with plans and instruction book. \$4400 invested, yours for only \$2000. **Contact Steve Flattum (815) 765-1849.**

**For Sale or Rent:** Portable paint booth exhaust system on wheels. Explosion-proof motor and lights, flexible ducting, great for hanger or garage. \$300 or rent for a small fee. **Contact Steve Flattum (815) 765-1849.**

**For Sale:** Aircraft sheet aluminum from small pieces to 12 ft long, thickness from .032 to .064, 50% off. **Contact Steve Flattum (815) 765-1849.**

**For Rent:** Poplar Grove, 50x50 shared, heated, well-lighted hangar, bifold electric door. For homebuilt, single, light twin or storage. **Call Lon Danek (847) 381-4286.**

**For Sale:** Bowers Flybaby single seat, Continental



65 hp, 535 total hrs., 2000 Poly-fiber and Aero-thane, 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, 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

*(Continued on page 8)*

## 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](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.

### **NEXT CHAPTER MEETING**

The speaker for our April 25<sup>th</sup> meeting will be Mike Kellner. Mike owns Marengo Metal Works, which does warbird sheet metal skin and structure restoration, and also owns an early **B-17E** called the Desert Rat and is working on reskinning and rebuilding the entire fuselage. This is an enormous undertaking, which he will be telling us about. In his spare time, Mike has developed ¼ scale, all metal, radio controlled flying aircraft. Mike will bring in some parts to show us, because the complete assembled model is too big for our room! The meeting will be held at the Barrington Public Library at 7:30 PM.



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