

Winds Aloft



EAA CHAPTER 790

P.O. BOX 1206 BARRINGTON, IL 60011

WWW.EAA790.ORG

LAST YOUNG EAGLE RALLY FOR 2006

by Tom LeGates



Rich Oleszczuk welcomes aboard his Young Eagle crew

Young Eagle season came to a close for Chapter 790 Saturday, October 14th with 50 Young Eagles receiving a taste of the freedom of flight. The day was clear but nippy, and as the sun continued to warm the air it also continued to kick up winds from the West, so the nip remained all morning.

Maryann was already set up and had coffee prepared for us at 8am in the office. Ron Liebmann arrived a bit later with his usual assortment of tasty donuts.

The morning started off quickly with about 10 Young Eagles waiting by 8:45, with just a single plane on the ground. However the Chapter volunteers picked up the pace and by 9:30 we had 5 planes and plenty of volunteers to make the rest of the morning go by smoothly.

Our pilots were Tom Solar, Ted Kopczynski, Tom Reindl, Tom Butts and Rich Oleszczuk, providing a total of 11 seats for the kids. Plane captains Ron Liebmann, Nancy Blazyk, Don Jenerick, Rose May and Ron Palascak got the kids safely to and from their flights, and kept the aircraft flowing smoothly. Additional ground crew members Larry Blazyk, Herb Gottelt, and Ben Gray helped with crowd control and other assorted tasks.

Rob Skalany and I handled registrations, assigned pilots to YE teams, and created certificates at the main desk. Since we were without a computer for this rally, Rob hand-lettered all of the certificates, quite a chore (but beautifully done!).

It was great to end the year on such a high note, having had a number of earlier rallies cancelled due to weather. Thanks to everyone who turned out, from all of the Young Eagles and their parents, and my apologies to anyone I have forgotten to mention. See you all again next year!

(Photos: Tom LeGates)



Happy customers eagerly await the starting bell



OCTOBER 2006

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EAA Chapter 790 Staff



OFFICERS

President

Tom Solar
(847) 468-9437
tomsolar@sbcglobal.net

Vice-President

Tom LeGates
(847) 462-1791
trlegates@comcast.net

Secretary

Nancy Blazyk
(815) 788-2751
n9921e@sbcglobal.net

Treasurer

Lon Danek
(847) 381-4286
ldanek417@aol.com

YOUNG EAGLES PROGRAM

Robert Skalany
(815) 459-6027

Ron Palascak
(847) 658-7963

PROGRAM & ACTIVITIES

Vacancy
(847) 524-1857

NEWSLETTER

Mike Perkins
(309) 543-6766
Tom LeGates
(847) 462-1791

WEB MASTER

Jeff Wilson
(847) 426-7206
jlbswilson@sbcglobal.net

DIRECTORS

Herbert Gottelt

(847) 439-3397
gofalke@sbcglobal.net

Bud Herod

(847) 514-3827
bfherod@juno.com

Ron Liebmann

(847) 352-8282
rliebmann@comcast.net

Ron Palascak

(847) 658-7963
rgpkp1@ameritech.net

Mike Perkins

(309) 543-6766
michael.Perkins@rauland.com

Jim Pratt

(847) 931-2978
jpratt1200@sbcglobal.net

Ole Sindberg

(847) 639-5408
oleeva@sbcglobal.net

Robert Skalany

(815) 459-6027
bbbh2o@ameritech.net

John Vlasic

(847) 524-1857
jgvlasic@yahoo.com

Jeff Wilson

(847) 426-7206
jlbswilson@sbcglobal.net

SPECIALTIES

Glen Brisson

Flight Advisor
(847) 438-7786

Clyde Ericson

Flight Advisor
Tech. Counselor/Gen.
(847) 382-6675

Steve Flattum

Flight Advisor
(815) 765-1849

Abbie Friddell

Flight Advisor
(815) 547-9574

Jay Friddell

Flight Advisor
Tech. Counselor/Gen.
(815) 547-9574

Herb Gottelt

Flight Advisor
Tech. Counselor/Gen.
(847) 439-3397

Jim Jackson

Flight Advisor
Tech. Counselor/Comp.
(847) 949-2200

Ron Liebmann

Flight Advisor
Tech. Counselor/Gen.
(847) 352-8282

Ron Palascak

Tech Counselor/Gen.
(847) 658-7963

Mike Perkins

Tech. Counselor./Elec.
(309) 543-6766

Ole Sindberg

Flight Advisor
Tech. Counselor
Systems/Metal/Flt Test
(847) 639-5408

President's Message



The fall colors are here! So whether a plane, boat, auto or train, this is a wonderful time of the year to get out and about and see this beautiful scenery.

Elections are coming up. Our nominating committee consists of Ole, Ron and Clyde. If you have any recommendations let one of these gentlemen know your wishes. Elections will be held at the November Meeting. Bud Herod and Jim Pratt have agreed to join our Board. Welcome "A Board"!

Membership renewal time is here. Send in your renewal fee and any updated personal information. The renewal form is included in the newsletter. Note those email changes. Free calendars for the first 50 renewals will be available at the next meeting. See Lon Danek.

Lon Danek, Nancy Blazek and I made a visit to Oshkosh and met with Bob Warner, Senior Vice President of EAA membership. Discussion's focused on acknowledgement of 790 chairmen's volunteering efforts and

advanced payment of camping fee's at Airventure. Bob gave us almost two hours of his time and took lots of notes. He explained that EAA had made the decision last year to take over most if not all leadership on Airventure programs. Volunteers are still needed to help with these programs. He apologized for not having gotten the word out to the membership and thanking those who have contributed over the many years.

Hopefully, some changes will be made on the camping fee policy. The message was clearly communicated that membership has their own budgets to handle and paying for reserved camping fees when they are not being utilized does not make family budgetary sense. We are agreeable to pay in advance for the days we are camping and would like to remain together as a Chapter with a little more room.

Next item; The Auction will be held at the new restoration shop in Crystal Lake for our October general meeting. Ron Liebmann has graciously agreed to be our Auctioneer. Last year was fantastic and everyone seemed to have a great time. Bring a pot of chili or your favorite treat.

See you at the auction and the next fly-in.

Tom

October 3rd EAA Chapter 790 Board Meeting Minutes

The meeting was called to order by Tom Solar at Pilot Pete's Restaurant. Also attending were Glen Brisson, Lon Danek, Herb Gottelt, Bud Herod, Tom LeGates, Ron Liebmann, Ole Sindberg, Robert Skalany, and John Vlasic.

1. A motion was made and seconded to welcome Bud Herod as a Board member. The motion was passed unanimously. Welcome, Bud!
2. A thank-you card for the Rose family, to thank them for sharing their wonderful facilities for our annual picnic, was passed for signature. All present signed, and Ron Liebmann will deliver the card.
3. Our next meeting will be held at the new shop in Crystal Lake and will be our annual auction. Ron Liebmann will be the auctioneer. We will also be having a "chili cook-off" as we did so successfully last year. The suggestion was made that a directions sign be placed in a strategic location near the lube shop. Ron L. will handle.
4. Tom Solar discussed the visit with Bob Warner at Headquarters. Tom, Lon Danek and Nancy Blazyk spent about 2 hours with Bob on 9/22. Our main concerns were proper recognition of our volunteer efforts at AirVenture, and the current pay in advance policy for camping space, whether used or not. Bob indicated he would get back with a response to these concerns.
- 5 The board again thanked John Vlasic for his prior efforts in the area of programs. So far no one has stepped forward to assume this role. It was mentioned that the board as a whole had developed program suggestions in the past, and it was decided to try this approach again. Possible future programs include an AOPA "in a box" safety program, and a possible lead that Mike Kellner is pursuing for us.
6. The progress of the Nominating Committee was discussed. So far candidates for president, treasurer and secretary are in place (Tom Solar, Lon Danek and Nancy Blazyk respectively); however Nancy B. has been contacted regarding the Vice President position, and is considering it. That could leave us with the Secretary position open. We also discussed the possibility of additional members for the Board, and several names were suggested, which Tom Solar will pursue.
7. Rob Skalany reported on Young Eagles. September rally flew 49 YEs. We had plenty of pilots, but did not have enough ground crew help. Tom LeGates was requested to distribute a reminder Email to all members for the upcoming rally on 10/14 to help with this. Rob also discussed the possibility of having a "rain date" for our rallies next year, since a number have been rained out in 2006. The board decided the idea should be workable, and Rob will pursue for next year.

The meeting was adjourned at 9:10 pm.



Submitted: Tom LeGates, Vice President

The Safety Corner



by Mike Perkins

Recently in doing some research about buzzing, I came across this excellent article from *Approach*, an online publication of the Naval Safety Center. It's written by Lt. Chris Perry and entitled Big Egos in a Small Plane.

"I was halfway through advanced helicopter training at Whiting Field and looking forward to a long weekend off from flight school. My brother, a civilian pilot, had borrowed a friend's plane to pick us up and head back to Tennessee for the weekend. I also was bringing home a Marine-helicopter-pilot friend to show him the Nashville nightlife.

My brother and his friend brought the single-engine Piper to Pensacola Regional Airport in the midafternoon. My friend and I arrived while they were refueling the bird; we topped-off the fuel. After introductions, my brother and I went to file a flight plan. The weather did not look great, and the plane just was big enough to hold our gear and us. All four of us were instrument-rated pilots.

I was anxious to get away from all the military preparations I'd been dealing with in flight school, so I didn't do a weight and balance. Besides, I had nearly 70 hours flying this aircraft and thought I knew her capabilities well.

On the takeoff roll, I realized how bad a mistake I had made. As we reached rotation speed, I pulled back on the yoke, but the bird wouldn't leave the ground. The plane needed an extra 20 knots of airspeed to get off the deck. I could feel the plane still struggle in the climb, somewhere between stalling and 75 fpm on the VSI. When we cleared the trees at the end of the runway by 15 feet, I let out a sigh. We continued to climb so slowly that departure would not let us turn on-course until we S-turned for nearly 10 minutes to reach a safe altitude.

As we turned northward and climbed, the small plane handled better as she burned off fuel. When we made it to the Montgomery area, I felt much better about the

flight. I had learned from my lack of proper planning, and I thought we would make it through the rest of the flight just fine.

The thought of a smooth flight was short-lived, as a large line of thunderstorms loomed over the northern horizon. I could foresee using my newly acquired instrument rating from flight school, but I wasn't too worried about the storms because my brother was a charter-jet pilot, with thousands of hours. Reassuringly, he didn't appear to be taking our ride in the little Piper too seriously-that is, until I saw his reaction to the approaching cumulonimbus clouds. It got quiet as he decided to go on through the clouds.

We flew into the darkness, with the rain becoming deafening. The small Piper felt strong, but the altitude oscillations were scary. My brother said not to try and hold steady on the altitude, but to let it vary a few hundred feet with the up and down drafts-it would put less stress on the aircraft. He was right; it would have been impossible to hold it level, anyway. He said I had done well with the rough flying, and the little plane had made it through much better than expected. Once we had made it to the other side of the storm over northern Alabama, the sun started to shine and the sky had begun to clear up nicely.

We got to a part of the state I knew very well. As we approached my grandparent's house on the Tennessee River, my brother said one of our friends was staying there and probably was fishing.

We cancelled IFR and continued on. I checked the fuel gauges; we had 10 gallons per side-plenty of fuel to finish the short 15-minute flight to our home airport south of Nashville. We planned to have a little fun, in true civilian style, and take her down low to see if we could buzz our buddy on the river. It had been a while since I'd done this type of flying, but such idiocy doesn't take much practice. My Marine friend in the back was wide-eyed and nervous (from the tone of his voice). This "flat hatting" is not allowed in flight school, and I was determined to show him a different side of flying.

We were down to 50 feet and having a good time. The fishermen were waving as we flew past at 120 knots. We were about to turn up and out of the basin when my brother's friend said, "You guys do know that since

(Continued on page 5)

(The Safety Corner continued from page 4)

they replaced these fuel tanks, they indicate five gallons when empty." He had been a certified flight instructor in this aircraft, and our silence answered his question. No, obviously, we did not know that fact.

The fun was over, and I slowed and banked up to a safer altitude. The next 15 minutes were some of the quietest I've ever heard in an aircraft. All four sets of commercially-rated eyes stared at the fuel gauges from the front and back seats.

We were five minutes from our home field and about to cross parallel with the last airport before our intended field. We discussed whether we should stop and get more gas or continue on. Our question was answered for us when the engine made a slight chug. My brother took the plane to a hard right, onto the off-duty runway of the small country airport. It was closed for the day, so we had to call the airport manager by cell phone. We bought enough gas for the five-minute flight to our home airfield.

I have thought about this flight many times in the past few years. It still amazes me that four experienced pilots almost killed themselves in a small Piper. I could imagine the headlines now: "Four commercial-rated pilots killed in a plane barely large enough to hold them and their egos."

Three of us were very familiar with this aircraft. We had more than 4,000 hours of experience among us and more FAA licenses than I would care to count. We simply had gotten too big for our britches. Because of our experience levels, we felt this small aircraft simply couldn't hurt us. Wrong! Nearly dead wrong!

Don't forget the importance of fundamental safety procedures; anything can happen to you, no matter how experienced your crew."

Then there's a critique by a commander, which is interesting to read:

Lt. Perry currently flies with HSL-48. Wow! That's what came to mind after reading this article. We actually have naval aviators who would disregard most everything they've learned in flight school when slipped from the steely bonds of 3710 into the "real world" of light-civilian general aviation. I get this mental image of the scene from the "Oh Brother Where Art Thou" flick where they make a break from the chain

gang, only to embark on an odyssey of errors. Well, this one had all the ingredients for a classic comedy of errors, but this was real life. How about just a little ORM, gents, for goodness' sakes! I know it doesn't go as deep or burn as long, but a Piper still can produce a smoking hole!

Too often I read accounts of Sailors and Marines who kill or maim themselves in every off-duty endeavor from boating to mowing the lawn, to driving home for a long weekend. Evidently our hero survived to get back to the "bonds" of naval aviation and even was man enough to share his account. Good on you, sir, for even George Clooney will play the fool if there's enough fun to be had and the price is right.

Listed below are just a few violations of FAR 91 that come to mind after reading this tale:

Sec. 91.103 Preflight action - Each pilot in command shall, before beginning a flight, become familiar with all available information concerning that flight. This information must include:

- (2) For civil aircraft, other reliable information appropriate to the aircraft, relating to aircraft performance under expected values of airport elevation and runway slope, aircraft gross weight, and wind and temperature.

Sec. 91.13 Careless or reckless operation - (a) Aircraft operations for the purpose of air navigation. No person may operate an aircraft in a careless or reckless manner so as to endanger the life or property of another.

Sec. 91.119 Minimum safe altitudes: General - (c) Over other than congested areas. An altitude of 500 feet above the surface, except over open water or sparsely populated areas. In those cases, the aircraft may not be operated closer than 500 feet to any person, vessel, vehicle, or structures.

91.151 Fuel requirements for flight in VFR conditions

(a) No person may begin a flight in an airplane under VFR conditions unless (considering wind and forecast weather conditions) there is enough fuel to fly to the first point of intended landing and, assuming normal cruising speed:

- (1) During the day, to fly after that for at least 30 minutes.

-Cdr. Chris Spain, analyst, Aircraft Operations Division, Naval Safety Center.



Blown in From the Winds Aloft

Aeroelectric Seminar - November 4 & 5, 2006 in Bloomington, IL (BMI), EAA Chapter 129 will be hosting Bob Nuckolls presenting the Aeroelectric seminar for homebuilders. Bob is considered by many to be *the* authority on designing and wiring electrical systems in experimental aircraft. Check out Bob's website www.aeroelectric.com for more information regarding the seminar, and what you will learn. You can also sign up for the class on the website, and order a copy of his book for use as a textbook for the class, and it is also a great reference book for those questions you have when you get home. We look forward to this seminar, and seeing you at our hanger November 4 & 5.

Did you hear? - - Chicago will pay a \$33,000 fine for illegally tearing up **Meigs** Field without proper notification. And the city will have to repay \$1 million of airport funds that Mayor Richard M. Daley illegally diverted from O'Hare and Midway airports to give to the destruction contractors. And with the more than **\$550,000** the city has already spent attempting to fight the fine and repayment, hapless Chicago taxpayers are out close to **\$1.6 million**, and they've lost a world-class airport that generated \$57 million a year in economic activity for the city. The FAA announced the final settlement with the city in mid-September. The city admitted no wrongdoing. (AOPA news)

From OSH - We have an exciting new addition to the list of resources available to Chapters on the EAA web site. It is the new **EAA Chapter Tele-hanger!** Several weeks ago we launched the first "test" Chapter Tele-Hangar session and recorded it for sharing with other Chapters. It is designed in a conference call format which allows both for mini-presentations as well as an exchange of ideas of among fellow Chapter leaders on topics that are of specific interest to Chapters. We plan to conduct additional sessions in the future and we welcome your suggestions for topics and presenters. Send your ideas to: banderson@eaa.org. Please take some time and listen to the segments from our first session on Membership Recruitment and Utilizing Chapter Banquets as Fundraising Opportunities. Special Chapter guest speakers helped

to put on the call, sharing their ideas and practices that have been working for their Chapters in the field. We think your Chapter will find the information very helpful in addressing some of your key concerns and challenges. Here is the link to this new area on the web:

<http://www.eaa.org/chapters/resources/telehangar.asp>

Check it out and let us know what you think! -

Brenda Anderson



Letters

The 132nd Fighter Wing of the Iowa Air National Guard has developed this excellent web site on mid-air collision avoidance. It's happened to me many times in both controlled and uncontrolled airspace, which is why I do shallow "S" turns on climb-out and descent.

<http://www.iadesm.ang.af.mil/mac/Profile%20of%20A%20Mid%20Air.html>

~ Abbie Friddell ~

IT'S RENEWAL TIME AGAIN!

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

Dues are staying the same as 2006:

\$25.00/year for single/family membership

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

\$10.00/year out of state (Email)

\$10.00/year for students

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

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

THANKS

Phil Bohn's Two-Airplane Workshop Visit

Phil Bohn will be hosting a chapter workshop visit November 18 at 11AM at Schaumburg Airport. Phil writes:

"The 2 planes are my 1941 Luscombe 8E and the Murphy SR3500 Moose, it's a tight fit but one gets used to it. The Moose's specs are a GW 3500 pounds, EW 1700-1800 pounds, length 23', wing span 36', wing cord 60", tail span 130", fuselage width 44".

Delivery of the quick-build kit was September 2001. Ted & I have worked on it from that time with the usual breaks for family issues. In a good week we will put in 14 total man hours, so 'quick build' is a loosely defined term.

The hanger is at Schaumburg Airport, 06C, hanger A-13. The airport is located at the intersection of Irving Park Road and Wright Blvd, about 1.5 miles west of Roselle Road. The hanger is east of the main entrance and is in the row with the beacon at the north end. Ron Liebmann has told me to have people contact him on his cell phone - 847-997-0801 - and he will escort them through the security gate. My cell phone is 847-269-4181."

Recognizing Our Members

New Members This Month:

**Terrence Johnson
Anson Mount**

(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)

Calendar of Events

2006

October 24 (Tue)..... Annual Auction & Chili Cook-off, New Restoration Workshop, Crystal Lake

*November 7 (Tue)..... Board Meeting, Schaumburg Airport

*November 18 (Sat)..... Workshop Visit, Phil Bohn/Ted Kopczynski, Schaumburg Airport

*November 28 (Tue)..... Members Meeting, Barrington Library

* Event added this month

Overheard

"On a clear, crisp day, after a particular strong Southern California winter storm dropped the Jet Stream well south and at a low altitude, I flew my Mooney 231 from Santa Monica, California, to Scottsdale, Arizona. After Landing, I was sitting in the FBO talking about the 100-plus knot tailwind at 19,000 feet when another pilot told me he too had just flown from California in his Mooney 252. He said that he was going so fast that the DME kept going above VNE ... so he had to keep the landing gear down most of the way to keep below the "Never Exceed" speed limitation of his plane."

"I couldn't close my mouth long enough to ask if he was kidding."

(Copyright AvWeb)

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

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Bill Rose Picnic and Fly-In

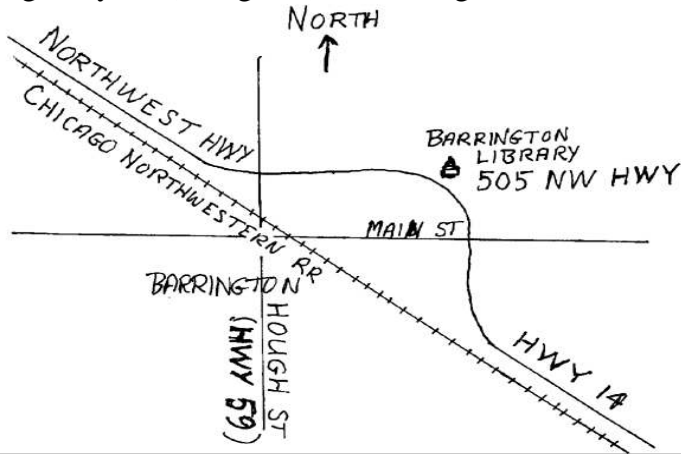
On Saturday, September 30, our Chapter once again enjoyed the hospitality of Bill and Myrt Rose at their air-strip and hangars in South Barrington. We had acceptable weather, mostly sunny with just a brief shower that didn't prevent any who flew in from getting back out when they needed. The crowd was smaller this year, with perhaps 25 attendees and 6 airplanes. We all had a great time, with the usual endless hangar talk and aircraft viewing, including Bill's beautiful Grumman Goose.

These photos are selected from those that Raj Upadhyaya took. You can enjoy all his photos of the event by going to the following link - <http://raj-up.smugmug.com/gallery/1950272> ~ Tom LeGates ~



DIRECTIONS, ETC

Regular Chapter meetings are held on the fourth Tuesday evening of each month (except July) at the Barrington Public Library. Meetings begin at 6:30 with a social hour. The Library is located on Highway 14 between Main St/Lake Cook Rd., and Highway 59 (Hough St) in Barrington, Illinois.



Directions to our October meeting

Just east of the Rt 31 & Rt 14 intersection is a Citgo Service Center on the north side of 14. Enter the station & follow the blacktop to your left, going back west around the oil change center where you can see the shop just north of where you are. It is a one story brown brick building with the parking lot on its east side. We are located in the shop with the 12 foot overhead door.



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

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

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

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

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

For Sale: Bargain price for Sitka spruce wing or tail spar material, 7/8"x10"x18.' Have 4 available. Also can be used for stringers or other structural uses. **Contact Lon Danek @ 847 381-4286.**

For sale: Magellan Skystar Plus hand held GPS, complete with carrying case, aux antenna, aux power supply & mounting bracket. A good starter GPS at a very low cost. \$100. **Call Lon Danek 847 381-4286.**

For sale: Lancair project, pressurized option, horizontal stab completed, wings 70% completed, fowler flaps, speed brakes, wing tip extensions for high altitude, plus many other parts & extras. Superior workmanship throughout. **Contact Marv Jensen, (817) 573-9011 or email: kmlancair4@aol.com.**

For sale: RV-4 empennage kit purchased May '04 & untouched except for assembling the horizontal stabilizer spar & ribs. All of the skins are untouched & are still wrapped in blue protective covering. Price if purchased from Van's is \$1,200 plus freight. Asking \$600 FOB Cary, IL. A very nicely constructed jig is included if you pick it up in Cary. **Contact [Elaine Knoedler@sbcglobal.net](mailto:Elaine.Knoedler@sbcglobal.net)**

For Sale: 1 year old end T hangar with loft & 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: 1995 Subaru boxer, 4 cylinder, liquid cooled engine. Taken from car with 35K miles. Would need overhaul for airplane use. Engine located in Elgin at Ball St. & Ludeka Pl. Available for \$500 OBO. **Contact Mark Elliott @ 847 628-3922 days, 847 742-2857 evenings.**

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: abbiennair@sbcglobal.net

Pre-meeting Checklist

- ✓ **Name Tags**
- ✓ **Items to Auction**
- ✓ **Chili or Other Dish to Share**
- ✓ **Article(s) For The Newsletter**
- ✓ **Program And Outing Ideas**

The Newsletter is always looking for interesting articles and pictures by our chapter members. If you have written anything or would like to write something or have pictures that you believe would be of interest to the chapter members, please submit what you have. The newsletter staff prefer that you e-mail your articles to michael.perkins@rauland.com 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

2007 Dues Payment

Please Print

Last Name	First Name	Spouse	EAA Membership Number
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Street Address	City	State	Zip
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Home Phone	Work/Cell Phone	Email Address	Own Acft/Project Y/N	Model or Type
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I would like to receive the newsletter by U.S. Mail _____ Email _____ (Check One)

Dues for 2007 **\$25.00 Family/Individual** **\$20 Out of State (U.S. Mail)** **\$10.00 Student**
 \$10 Out of state (Email)

Part of your dues payment may be used to support our Scholarship Fund

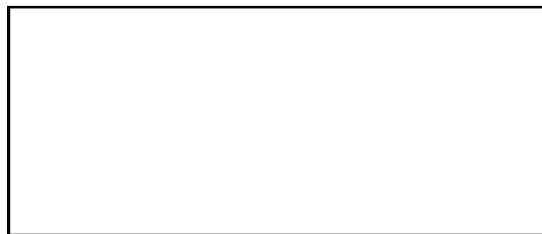
**Mail check To: EAA CHAPTER 790
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Barrington, IL 60011**

Thank you for your support

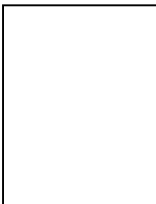


Our October meeting will be our annual Auction meeting, to be held at the Aircraft Restoration shop in Crystal Lake. Check page 9 for directions. It will also be our 2nd annual Chili Cook-off, so bring along a sample of your favorite recipe, as well as your items for the auction. Doors should be open by 6 pm, with the auction kicking off about 7:30. Hope to see you all there.

**NEXT
CHAPTER
MEETING**



TO:



The Leader In Recreational Aviation




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