

# Winds Aloft



EAA CHAPTER 790

P.O. BOX 1206 BARRINGTON, IL 60011

WWW.EAA790.ORG

## Poker Run, Young Eagles Events A Success

by Tom LeGates

Photo: Rob Strickland



One VERY happy Young Eagle (and pilot!)

Saturday the 30th of June was an ideal day for flying and having a picnic, and our Chapter enjoyed doing both at the Lake-In-The-Hills Airport that day.

Our first Young Eagle rally for the year (we were rained out in May) saw five of our members provide rides to 44 youngsters during the morning hours. Piloting their aircraft were Larry Blazyk, Ted Kopczynski, Rich Oleszczuk, Ole Sindberg and Tom Solar. Helping with ground support were Barb Wilson, Ron Liebmann, Don Jenerick and Nancy Blazyk, along with sons Lucas and Brian. We were also fortunate to have two reporters and a photographer visit from the Daily Herald. They all got to ride with one or another of our pilots, and the result was a very nice article about our event in the Herald the following week.

And when the last Eagle had been flown, it was time for eats. The picnic was held as a part of the Chapter sponsored Poker Run, which had begun on May 1<sup>st</sup>. Rich Oleszczuk, Deb Christmann, Dan and Paula Pluth and Nancy Blazyk were primarily responsible for setup that morning (and cleanup at the end, whew!). Brats and burgers and all the fixings were available, as

well as several great salads and desserts provided by participating members. While food was being served, Poker Run participants were registering their cards with "head judge" Tom LeGates, and posting their hands on the player's board for all to see. In all, 20 hands were played. Billie Solar took top honors with a 4/10 full house, with Dan Pluth close behind with a 3/10 full house. Paul Sindberg and Deb Christmann were tied for low hand each with a 2-3-4-5-7 sequence. Deb and Paul's dad, Ole, cut the deck to break the tie and Deb emerged the winner.

To end the day, our raffle was also a great success. We had over a dozen items available, from t-shirts to gift cards to introductory flights to tools and more, the majority of which were donated to us by our participating Poker Run FBOs. Ron Liebmann was MC for the event and did a great job.

Our thanks go to all of our members who helped at the YE rally, both with their

(Continued on page 4)



Photo: Dan Pluth

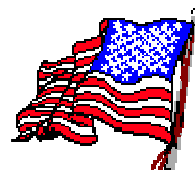
The Poker Run registration in full swing

### JULY 2007

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## President's Message



Well it was just a couple of weeks ago we sent out the Newsletter. But Alas! AirVenture is quickly approaching. Members will once again be volunteering for Kid Venture, Carts program, flight line work, Ambassadors and many more

EAA programs. Our next General meeting will be Tuesday July 17<sup>th</sup> and we will be going over more of those details at that time.

Young Eagles and the Poker Run was a resounding success. There was some initial concern that we would not have enough pilots/aircraft, but once again Chapter 790 members rose to the challenge and many performed double duty last Saturday. Thanks go out to all the members for placing smiles on the kid's faces (and the pilots) for a wonderfully organized co-event.

Word is out Mike flew lots of Young Eagles at his

event in Havana. Next year we should have the schedule established so both events can be attended and 790 members will have the opportunity for a pleasant fly-out.

The 790 Camp Kitchen will be open, with a limited schedule. A spaghetti supper will be served Wednesday Evening at the usual camp location. Anyone who wishes to assist, contact me or just show up and lend a hand. Coffee should be available for Thursday morning for all of you sleepy eyes.

On another note, with all of your communications to our elected government representatives, organizational support from EAA, AOPA and the Alliance committee, **User Fee's** were eliminated and the current fuel tax rate was maintained from the House bill; now back to the Senate hopefully for a rewrite. This is an extremely important issue for General Aviation and it's Future. I would be remiss in not mentioning this extremely important item.

Happy and Safe Flying!

*Tom*

## June 5<sup>th</sup> EAA Chapter 790 Board Meeting Minutes

*The EAA 790 Board meeting was held and hosted at Ole Sindberg's house. The meeting began at approx. 8:00 p.m. Attendees were Lon Danek, Tom LeGates, Ron Liebmann, Ole Sindberg, Jim Pratt and Tom Solar.*

1. Recognition Awards: Tom Solar opened discussion on creating recognition plaques for Chapter members who had provided long time and consistent service to the Chapter. The board approved the concept, and accepted Tom's nomination for the first recipient.
2. Poker Run: Tom LeGates reported on the results of the Poker Run. In all 20 hands were played. We also had additional members attend the picnic, and the raffle was a great success as well. The event added a little over \$200 to the Chapter bank account. Thanks were expressed to all who assisted at the event.
3. Chapter Directory: Tom LeGates discussed the directory, which is now available. We obtained one ad for the directory, which significantly reduced our cost. There was discussion whether a general mailing should be made to the membership and the con-
4. Newsletter: It was noted that the July meeting was one week earlier than normal, therefore inputs to the newsletter would also be needed one week early.
5. AirVenture: Upcoming activities at AV were discussed. Concerns were expressed about getting enough camping spaces together to accommodate all Chapter members wishing to attend. Availability of the CARTS program, and how to volunteer, was discussed. Also, the status of the camp kitchen was reviewed. There will be a spaghetti dinner on Wednesday night, but no other meals or morning coffee.
6. Workshops: Ole Sindberg indicated that there would be no workshops planned for the summer months due to scheduling conflicts. Both the Marengo B17 restoration, and Dave Shelton's folding motorcycle were mentioned as candidates for early fall.

*The meeting was adjourned at 9:20 p.m.*

Submitted, Tom LeGates, Secretary



*(Poker Run, Young Eagles continued from page 1)*

planes and on the ground, and to those who planned and put on the Poker Run and picnic. Certainly many hours of hard work were needed to make this “first for our Chapter” event the success that it was. Thanks also to the nine FBOs (Cardinal Aircraft Service, Campbell, Blue Skies Pilot Shop, Lake In The Hills, Poplar Grove Airmotive, Poplar Grove, Solverson Aviation, Reedsburg, M&M Aviation Services, Whiteside County, Northwest Aviation, Schaumburg, Wisconsin Aviation, Watertown, American Flyers, DuPage, and the fine folks at Galt) who worked with us to distribute cards and provide prizes for our raffle.

If you weren't there on Saturday, you missed out on great food and a lot of fun!



*Photo: Dan Pluth*



*Our winners - Dan Pluth, second high hand, Billie Solar, high hand, and Deb Christmann, low hand*

## Tailfeathers

Bob was in his early 60's, retired and had started a second career. However, he just couldn't seem to get to work on time. Everyday, he was five, ten, or fifteen minutes late. But he was a good worker, real sharp, so the boss was in a quandary about how to deal with it. Finally, one day he called him into the office for a talk.

“Bob, I have to tell you, I like your work ethic, you do a bang-up job, but your being late so often is quite bothersome.”

“Yes, I know sir, and I'm working on it.”

“Well good, you are a team player. That's what I like to hear. It's odd though, your coming in late. I know you're retired from the Air Force. What did they say if you came in late?”

“They said, ‘Good morning, General.’”



## A Bevy of Eagles

*by Mike Perkins*

Days just somehow have a habit of turning into surprises. God makes them this way just to see if you're paying attention.

We had two airplanes for Havana's Fly-In and Young Eagles Day – Merle's 172 and my Kitfox. But there was some bad news from Merle. The 172 had a big nick in the prop and it was grounded. Merle's face was a little long and rightfully so. He'd been looking forward to this rally for quite a while. If someone had blown smoke in my direction, it would have revealed a little cartoon balloon above my head with a dark question mark inside it. One Kitfox, one passenger seat, and how many young people to fly?

As I was heading for the pancake breakfast, someone said there were already a few Young Eagles for me to fly. Four already. It was 8:15. After wolfing down three bites and a chunk of sausage, I got down to Eagles business.

From the air, with 42 marked ramp locations, I could see only four open ones. Near my Young Eagles nest by the grass taxiway, I could see the knot moms and dads and offspring marking territory and recalled that some had been waiting for well over an hour. Back in the cockpit, this eagle hadn't stopped looking out the window. More than nine out of ten kids that I'd asked had never been in any kind of airplane before. And I'd asked them all. Throttle back, little slip, glide to touch-down.

Getting out for a stretch, someone asked me if I was getting tired of flying kids today. I grinned back, asking how could someone get tired of seeing smiles? They smiled back.

Seatbelt fittings clanked to my right while I was gulping eyes shut – my helper was busy. Help was in the form of Jacob, my first ride for the day. He stayed around the plane and when it got busy, I asked for his help. The Good Lord truly knows when to send an angel. In this case, Angelhood was probably the promise of a long ride at day's end.

The right seat door banged shut again. I winced, again. Mental note for next transfer: Tell enthusiastic angels that Kitfoxes are built lightly. Clear prop, throttle up. Chitter chatter all the way around. Explain, point, show, tell. Pull throttle, turn, slip, bump, roll, prop stopped. Laugh, smile, shake hands, unbuckle the right seat. Every kid, to the one, loved it.

*(Continued on page 5)*

*(A Bevy Of Eagles continued from page 4)*

A fly-in pilot asked how long I was going to keep doing this. The question took me aback. I hadn't thought of stopping. With the sun right overhead, I looked at my watch but didn't see the hands. I was just searching for an answer. I told him it didn't get dark until eight-thirty.

Mary, taking a break from marshalling airplanes, held out a lovely-smelling pulled-pork sandwich through the cockpit door, best eaten with a fork. And there was the fork. Three bites later the sandwich retreated. A can of diet soda, a rather new invention to me, replaced it.

My grass ramp neighbor for the day, Ted, was hopping adults three at a time over town for a bit of small change. His Chuck Yeager coal-country radio voice is as natural as field corn here in central Illinois. Ted is our closest flight instructor and FBO from over at Canton, a 15-minute Cessna ride from Havana, and one heck of a nice man. There was no visible line for his hop. But by his comings and goings it seemed like business was fine over there.

Bob Martin, editor of two county newspapers and one of Ted's student pilots, made a trip into town to make copies of Young Eagle's registration forms for us. That's funny – OSH had sent me thirty a week ago.

Back in the cockpit, four gallons plus five gallons makes nine. Good for a little while yet. And there's two jerry cans yet in the hanger. We'll need them.

My small passenger is riveted on the scene climbing out. I don't know if the amazement of being seated 800 feet higher is wearing off or not. Pretend it is. Let's break the intercom squelch and cockpit calm by announcing the functions of the simple instruments and controls. No X-Box here. What's not to understand about speed and altitude and yacking on a radio? But like all good pilots, their focus was almost always on the view out the window.

God had given us a good day with winds only five to seven and hardly any turbulence. But they'd run out of copies of Young Eagles' forms a second time over at the registration and were closing up shop. What they'd already registered, I'd fly.

On the little piece of Eagles' turf next to the taxiway, the crowd of anxious but patient parents and their youngins had thinned. Mary said there were just four more to fly. That familiar happy sad feeling came along. Day was done.

Well, not quite. Jacob had yet to get his reward. I made it a good one - we lollygagged northwest, scribed a lazy arc over town and finally backthrottled towards

the field. I love it when the tailwheel hits just before the mains.

As Jacob and I taxied back, I noticed all our fly-in tents had disappeared, the grounds scoured pristine. I finally asked Mary for the numbers. The Rotary Club had served up nearly three hundred pancake breakfasts, the parkers had served up fifty-one airplanes and the community had served up fifty-four Young Eagles.

Everyone had motored off when the uncomplaining Kitfox was finally nestled behind its comfy hanger door. The Hobbs said 7.5 hours and the gas tank said 22 gallons spent for fifty-five hops.

I walked to my car and thought of a shower. A blue van pulled up on the other side of the closed ramp gate and a kid jumped out.



## Taylorcraft Project Update

Ron Liebmann (and friends) have been busy finishing the Taylorcraft project. Photos courtesy Ron L.



# The Enemy is Us

*by Mike Perkins*

The enemy is us. I'm not talking about airlines vs. General Aviation, FAA, GA users' fees, nor the public versus little airplanes, nor our safety record, nor the encroachment of shopping centers on airport real estate. This is about systems that will someday defend our cities. The small aircraft we fly are soon likely to be smack in the way of roving Unmanned Autonomous Vehicles, or UAVs. And GA aircraft are going to be smack dab in the way.

The FAA, the public, most pilots, and all UAV operators agree on one thing. When you put UAVs with their limited vision and controllability in the same airspace with GA aircraft flying around without flight plans and positive traffic control, the possibility of a collision increases dramatically. Here in the US, they've been occasionally deployed along the US-Mexico border for patrol. Along with their use there have been gigantic airspace restrictions in the form of TFRs.

UAV technology is coming about by leaps and bounds. In the past, it's been driven by the military need for bloodless warfare (on the side possessing UAVs.... not on the other side.) The success of UAVs in the Middle East has caused quite a flurry of copy-cat inventions. In fact, in the patrol and security industry, the concept is getting such a head of steam that the planners are calling them UASs, or Unmanned Autonomous Systems. No longer are the "vehicles"; they're "systems."

What's a UAS? The "vehicle" is a remote control airplane with GPS, fly-by-wire with augmented stability (an autopilot on steroids for complete attitude control), multiple television cameras, and TCAS collision avoidance. The "system" part of UAS is ground support equipment, a ground controller (R/C pilot), radar and GPS-based automatic landing systems, plus a command-and-control network for policy enforcement. Command and control is government-speak for a hierarchy of decision-making for those pesky 'to-shoot-or-not-to-shoot' questions. That's just for starters, just the flying-around part and the infrastructure part. That's even before we talk about the mission equipment.

The mission will be to guard cities. That will involve airborne infrared sensors, airborne radar, airborne acoustic listening, cameras, stealth modes to prevent detection, and most likely armament. But don't let the armament system bother you, nor the possibility of collision with GA aircraft. That's not the bad part.

Roll the Time Machine forward to the year 2012. UASs have been perfected to the point where they cost \$100,000 outright and \$75,000 a year to operate. They might be operated by wanna-be R/C modelers who were-

n't patient enough to build their own models with tubes of glue and balsawood sticks. These cammo-clad folks will have TCAS aboard, cameras, GPS, Mode S transponders, IR sensors, and radar. And maybe something controlled by a guarded red button, too.

It's not a stretch to imagine that GA aircraft pose a hazard to the UAV themselves and to those on the ground. Ok, so the technology exists in 2012. And now we have a limited, intermittent deployment opportunity to protect our cities. Obviously, when they're flying, a TFR will need to be in place.

Can you envision someday perhaps some Mayor Dily from the city of Chacako deciding he needs to buy the protection that the UAS manufacturers have to offer? The public is interested because they've seen the emotional, feel-good ads and Discovery Channel "infomercials" on widescreen. Naturally there'll be a need for a UAS base somewhere near the center of the protected area. Maybe some old lakefront airport could be reactivated for that purpose that had been previously shut down in the middle of the night a decade earlier by bulldozers.

And to avoid needless incursions, a suitable buffer-zone would likely surround the actual protection zone in all three dimensions. So a TFR pops up every once in a while when condition Orange comes along.

But that's still not the dangerous part for general aviation. Something else is more dangerous.

Some of us will remember when police auto radar was first deployed back in the 60s. All those unfriendly little white roadway signs starting popping up; "Speed radar-clocked," and "Watch your speed - Radar." I remember as a naïve kid back in the Route 66 days riding in the backseat, looking atop roadside water towers and antenna masts for evidence of this spooky thing "radar." Or how about those white lines painted across roads as timing marks for airborne state troopers who would radio ahead to waiting squad cars? In some places, those white lines still get painted on brand new roads even though the last time I heard about a flying speed trap was about 1980. The game wasn't really about enforcement; it was about deterrence, and it still is.

Deterrence involves spoofing. The concept is that you never know where the enforcers are and when they're on duty. That way, the good people play good. People feel protected with deterrence in place.

Because the UASs are so small and noiseless, it comes down to a shell-and-pea game. The "enemy" never knows if the UASs are flying or not. After all, there's no need to fly them all the time if the object is simply deterrence. A real, permanent deterrence, requires the airspace to remain closed of GA traffic 24/7/365. And the term PFR is born, the "P" being permanent.

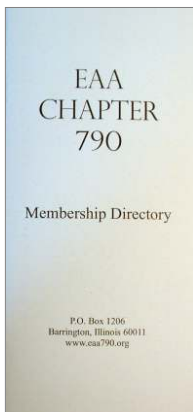


## Things I've Learned Along The Way

Recently I had to make a change to the carburetor air-box transition. The Scat inlet ducting from the external air intake has a 3" diameter, and the air-box is 4" in diameter. The existing transition machined from a hard rubber composite had become distorted. And since it had given me trouble a couple of times, I decided to make a change for the better. I found just what I needed at Home-Depot – a sheet metal transition from 3 to 4 inches. It fit perfectly on the air-box. But I had a most difficult time sliding the Scat ducting over the smaller end. Eventually, after consultation with a local A&P, I learned that I should remove the internal spiral wire for about 1½", and then bend over the wire end so it would not puncture the flexible silicone impregnated fiberglass fabric. With the wire removed, the Scat ducting slid easily over the smaller end of the sheet metal transition. An aviation clamp secures the ducting. Now that I know that, certain other places in my airplane will be a lot easier to service or repair.

~ Ole Sindberg ~

## Revised Member Directory Now Available



Is your directory from 2005 getting worn out? Are there too many changes scribbled in the margins to be able to figure out what's current? Can't find yours and wish you had another copy?

Well, here is the answer for you. An updated directory is now available! Membership information has been completely revised, and is current as of June of this year. Email addresses, phone #s and aircraft/project ownership information is included.

Copies will be available at upcoming meetings, so drop on by and pick yours up. Or, if that will not be convenient for you, drop a note or give a call to Tom LeGates, and one will be sent to you via U. S. mail.



## Photo Gallery

Here are some additional pictures from our Poker Run/picnic. All photos courtesy Dan Pluth.



*Billie Solar checking out the cooks and the cookin' (thanks to Ron Liebmann and Rob Strickland)*



*Brian Blazyk helps out with raffle ticket sales*

*(Continued on page 8)*

### Recognizing Our Members

**New Members This Month:**

**Edward Berthold**

*(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)*

*(Photo Gallery continued from page 7)*



*Eva and Ole Sindberg enjoy the afternoon*



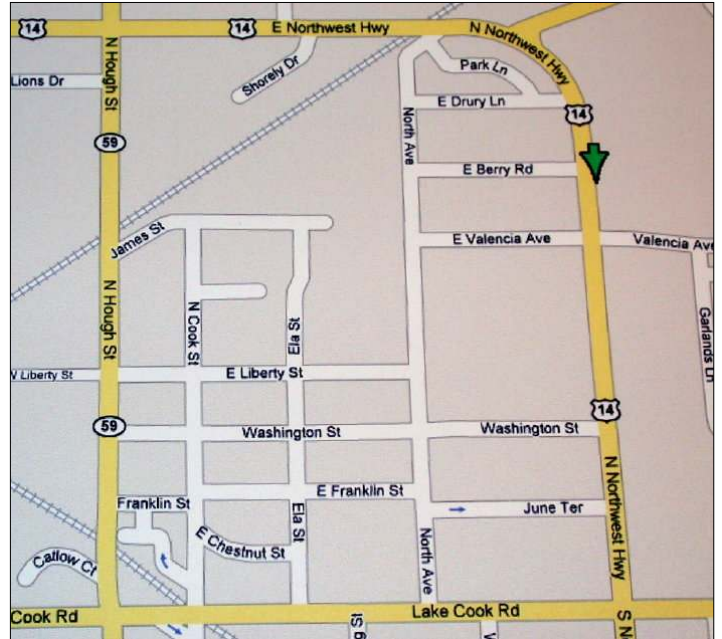
*Our raffle prizes drew a great deal of interest*



*All hands on deck*

## 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.



### 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](mailto: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.

Phone: (815) 547-9574  
Email: [abbienair@sbcglobal.net](mailto:abbienair@sbcglobal.net)

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

**Tail-Wheel Endorsement:** Bob O'Quinn, CFI, is offering tail-wheel checkout and endorsement in a Piper J-3 and/or Cessna 140. **Phone: (847) 358-7554, e-mail: ro-quinn@Turfgrassod.org.**

**For Sale:** 1/5 share 1967 Cherokee 180 partnership for sale. Hangared at the Landings, last annual March 2007, TTAF 3208, TSOH 379 on the remanufactured 0-timed engine. IFR certified panel w/ KLN89B GPS, lots of upgrades, excellent condition, asking \$14,900. **Paula Pluth 847-477-0339.**

**For Sale:** Shoulder harness and lap belt for pilot and co-pilot. Blue, good condition. From C-182E. \$110. **Call Barbara Rapchak (815) 356-1767.**

**For Sale:** C-182 Pilot Seat. Very good condition. Blue tweed fabric and vinyl, professionally cleaned. From C-182E. \$500. **Call Barbara Rapchak (815) 356-1767.**

**For Sale:** Wittman W-8 Tailwind, VFR panel, transponder & intercom, 1298TTAF, 559SMOHE, restored in 1995, C90-12F Continental. Slick mags and harness, auto gas. Plane has always been hangared and is in very good condition. 135 mph @ 5.9gph, 170 max. **Contact Dick McClung, (815) 397-8091.**

**For Rent:** At Poplar Grove airport, an insulated newer T hangar. Heat & electric available. Rent is \$220 monthly. By owner, who has built another hangar attached to the home. **Call 815 979 8123 or 815 544 1751.**

**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.**

**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**

**For Sale:** Lancair project, pressurized option, horizontal stab completed, wings 70% completed, fowler flaps, speed

## Calendar of Events

2007

July 17 (**Tue**)..... Members Meeting, Barrington Library, 7:00 p.m. - **NOTE: ONE WEEK EARLY DUE TO AIRVENTURE**

July 23 - 29..... AirVenture

\*August 7 (Tue) ..... Board Meeting, Location TBA, 7:30 p.m.

August 25 (Sat)..... Young Eagles Rally, Lake In The Hills, 9:00 a.m. Rain date August 26.

\*August 28 (Tue)..... Members Meeting, Barrington Library, 7:00 p.m.

September 29 (Sat)..... Young Eagles Rally, Lake In The Hills, 9:00 a.m. Rain date September 30

October 27 (Sat)..... Young Eagles Rally, Lake In The Hills, 9:00 a.m. Rain date October 28.

\* Event added this month

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](mailto:kmlancair4@aol.com).**

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



## Pre-meeting Checklist

- ✓ Name Tags
- ✓ Article(s) For The Newsletter
- ✓ Program And Outing Ideas

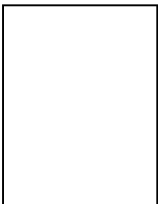
The Newsletter is always looking for interesting articles and pictures by our chapter members. If you have written anything or would like to write something or have pictures that you believe would be of interest to the chapter members, please submit what you have. The newsletter staff prefer that you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

Our next meeting will be held on *Tuesday, July 17*, one week earlier than usual, 7pm at the Barrington Public Library. Our main topic will be planning for AirVenture. Hope to see you all there.



TO:



The Leader In Recreational Aviation



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790  
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