

# Winds Aloft



EAA CHAPTER 790

P.O. BOX 1206 BARRINGTON, IL 60011

WWW.EAA790.ORG

## Those Wonderful Flying Machines

by Lon Danek

Someone once said that the only reason that helicopters fly is because they are so ugly that the Earth repels them! But after visiting the shop of Jim Liss, a new member of Chapter 790, that old wives tale was forever banished. Jim hosted a workshop at his helicopter shop where he builds, refurbishes and services helicopters. Although no runway is available, ample space is available to accommodate helicopters flights to and from the shop. About a dozen Chapter 790 members attended the session and were most impressed with the aircraft for many reasons.



Work in progress

Jim had four RotorWay copters on site, two in flying condition and two in various stages of repair or rebuild. Jim Liss actually assembles helicopters at this site and test flies them for customers who prefer to have a professional do the actual building of their kit copters. He also provides check rides for his customers. His facility is also equipped to service and repair the copters built at Jim's shop.

Jim provided a "guided tour" of his well organized and very neat shop, explaining the inner workings of a helicopter, and the aerodynamic differences between fixed wing aircraft and helicopters. It became apparent that a fixed wing pilot has to learn a whole new set of rules to fly a helicopter. Ole Sindberg also provided some on-the-job stories of his personal helicopter flying experiences further emphasizing the need for special training for helicopter pilots.

One of the helicopters of special interest was Jim's personal aircraft which had suffered damage from a forced landing due to a failed component. The aircraft was in repair mode with inner components readily available for view. Everyone was impressed with the quality of workmanship shown on all the aircraft built by Jim, and his attention to detail to reach perfection. It was another great workshop. We express our thanks to Jim for opening his shop to us and for his hospitality and educational session.



Photos: Tom LeGates

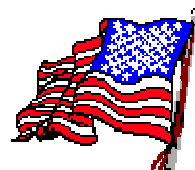
The Shop



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## President's Message



**W**indy and Warmer and “Here comes the Sun”. Pancake Breakfasts, Fly-ins-outs, Poker Runs and Picnic’s are underway. If you haven’t registered for the 790 Messenger Board, do so ASAP. It’s free and will be a valuable resource for staying in touch with your fellow members during the Aviation Season, but you have to sign up (SPAM is not included). Log on to the Google link provided in the newsletter, post a picture, fill out your profile and request email notification. It’s easy and fun. Refer to the article on page 5.

Also check out the new look of our Website. Shortly you will be able to order 790 logo clothing on line and register for the Poker Run. Thanks to Jeff and Barb

Wilson for making this site shine. Any items you wish to add to the Website, contact Jeff, Mike Perkins or Tom LeGates.

Our Board and membership amazes me! We have a great group of people who are serving the Chapter. More and more people are stepping forward to contribute to the fun and success of Chapter 790. If you haven’t volunteered for any activities, do so. You will get a lot more enjoyment out of your Chapter. If your shy, expect an invitation to volunteer. As you have seen, the members don’t bite, volunteers are allowed lots of latitude (as long as it isn’t illegal, immoral or fattening .... the last one doesn’t count).

Check out your newsletter for upcoming events.

Billie and I visited Mike Titre last Sunday. While he appreciated the visit, he requested no more visitors. His energy level is low. Mike, Schooner 59, we love you, thinking of you and wish you the best!

*Tom*

## May 1<sup>st</sup> EAA Chapter 790 Board Meeting Minutes

*The meeting was called to order by Tom Solar at 7:35 p.m. Also attending were Nancy Blazyk, Lon Danek, Herb Gottelt, Tom LeGates, Ron Liebmann, Mike Perkins, Jim Pratt, Ole Sindberg and Jeff Wilson.*

1. Young Eagles Credits – Use of the Chapter’s 120 credits was discussed. Both Ken Kresmery and Nancy Blazyk are interested, and will pursue possibly splitting them.
2. Poker Run – To date nine registrations have been received. All materials (cards and registration, FBO and rules flyers) have been delivered to the participating FBOs.
3. Financial Status – Lon Danek indicated that our treasury has very adequate funding for our anticipated needs. He reported that the Chapter currently has 90 members.
4. Where to Meet – Tom Solar discussed problems we are having meeting at the Barrington Library, and asked if we should switch over to the T28 restoration shop. It was generally agreed that the Library was still a preferred location. There was further discussion on whether to re-institute the mid meeting break, and it was decided to try going with the break again.
5. Work Weekend – Bud Herod has reserved space for Chapter volunteers at the Bender house. He will be there Thursday May 31 through Sunday the 3<sup>rd</sup>.
6. Member Directory – Following calls to non-renewing members, a number of additional renewals have been received. Tom LeGates will still shoot to get the directory

ready for the May 22 membership meeting.

7. Chapter Awards – Tom Solar indicated he wanted to submit the Chapter website and newsletter for achievement awards this year, and also to submit Ole Sindberg’s name for an achievement award. The board concurred with this. Tom will do the paperwork.

8. Chapter Website – Jeff Wilson discussed current and upcoming additions to the Chapter website. He indicated that the link from PayPal to our bank account was running successfully and he would add online payment capability for poker run registrations and chapter clothing. He passed out his recommendations for clothing items to be made available. These were discussed and approved, as well as a pricing approach. They will be added to the website shortly.

9. Meeting Speakers – Ole Sindberg was thanked for arranging Dave Burdine’s wonderful presentation at the April meeting. Tom Solar confirmed Bill Starke will speak in May. Jim Pratt is still pursuing Scott Beare (formerly with the Blue Angels) as our speaker for June. Suggestions for future speakers included Jim Lovell, Allan Englehardt, and the gentleman who spoke to us a number of years ago about adventures he had with his airplane and folding bicycle.

10. Builders Workshop Visits – Ole Sindberg asked for suggestions for future visits. A number of possibilities were brought forward, including the T28 restoration, Mike Kerner’s B17 restoration in Marengo, Anson Mount’s operation at Waukegan, and also a visit to the Plotte hangar at LITH. Ole will pursue.

*The meeting was adjourned at 9:10 p.m.*

Respectfully submitted, Tom LeGates, Secretary



## Upcoming Work Weekend June 2 and 3

by Bud Herod

Here are a few quick notes concerning our upcoming chapter work weekend. We have requested space at the Bender house and have first pick for space. I have spoken with South Maintenance and they have assured me that they can use all the help we can provide them. General cleanup, carpentry, brute force, lawn mowing, aircraft gazing, aircraft cleanup, etc. seem to be high on the list of preferred activities. While we won't actually be able to work on it they are breaking ground, as I write this, on a brand new control tower for the entire airport. If all goes well and permits are issued this week for another large building on the convention grounds we could see a lot of interior work there.

Our Weekend Work Parties seem to have evolved into a weekend out with the "Boys", but these weekends are meant for all aircraft enthusiasts; guys and gals and friends as long as they are 14 or older and have work permission. I've already asked my wife for permission and all she wanted to know was when I was leaving. Can you imagine that?

As far as the age old questions go:

*Who is invited?* Everybody interested in helping EAA prepare for Airventure 2007.

*What to bring?* Comfortable work clothes, a jacket, toiletries, towels, pillows, sleeping bags, or your favorite blanket, possibly even a slicker for those who might melt if we should get a shower.

*Where to stay?* The Bender House has been reserved for us already. If we have more than 24 volunteers we can also use the Volunteer bunkhouse/shower house and if the ladies wish more privacy, the Lindbergh House is also available. Anyone wishing to camp out for the weekend is also welcome. Just bring your tents or campers. But please don't complain about the diesel fumes as the John Deers circle your campsite. There are over a thousand acres to mow every week.

*When is it?* As the heading gave away, it's June 2-3, 2007, the first weekend in June. I will be up there about 9 pm on May 31<sup>st</sup> to make sure they are actually ready for us and will be there for the rest of the weekend. If anyone wishes to join me then, the facilities should all be available to us on Friday except for the Volunteer Kitchen.

*What's to eat?* The EAA Volunteer Kitchen offers up three hearty meals on Saturday and two on Sunday as well. All this eatery is further enhanced by loyal EAA staffers engaged in Operation Thirst where they ply us with something cool to drink several times during the day. For the more adventurous or possibly more well heeled there are several NEW restaurants in and about town.

*Need more info?* You can call me 847-639-6310 (home) or 847-514-3827. Or you can E-mail me at [BFHerod@juno.com](mailto:BFHerod@juno.com). But *be sure* to be at the May 22nd chapter meeting because I need a nearly complete head count for EAA logistics.

As a special note, this year we are teaming up with many of our old friends from Poplar Grove Chapter 1414.



Photo: Tom LeGates

Activities From Work Weekend 2006



Photo: Jon Cumpton

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

From our webmaster, **Jeff Wilson**: "I have updated the EAA Chapter 790 **website** to include links for registering online for the **Poker Run**...See: [http://www.eaa790.org/eea\\_chapter\\_790\\_009.htm](http://www.eaa790.org/eea_chapter_790_009.htm) . I have also added a Merchandise Page (currently stubbed out with a "Coming Soon" message) that I will update with the Chapter 790 Logo merchandise in the coming days. <http://www.eaa790.org/>."

**Jim Rapier** writes: A couple of old guys get to see for themselves and then show us the incredible beauty of this earth as they fly across it in their **Maule**. Never underestimate pilots urge to show others how wonderful it is see the world from an airplane. Pictures you won't likely see elsewhere. What a gift flying is. Click the link:

<http://silvairehair3.home.comcast.net/032007/>

**Bob O'Quinn** writes: After contending with many scheduling and rescheduling due to high crosswinds, mechanical problems, etc., I spent yesterday being grilled for 4 hrs. on the ground before taking flight for one hour of pure delight and, finally, being congratulated on my CFI reinstated!!!!!!!!!!!!!! Yea, Bob!!!!!!

*When a simple by-line just isn't appreciation enough.....*The editors would like to thank **Lon Danek, Ron Liebmann, Bud Herod, Jeff Wilson, Tom Solar, and Jim Rapier** for the contributions this month and past months. Their research and writing skills add so much to our newsletter. Stay tuned for next month's story by Jim Rapier when he writes about one of his recent helicopter adventures. Also, Ron was going to write a story about something..... Let's hope he and the editors remember what it was about.

Peoria will be home to the **Prairie Air Show** July 19 – 21. The organizers have turned to EAAers to help with the airshow where **Dave Burdine** in his **MIG-17** will be just one of the performers. There are many positions open, including Young Eagles flying, help in the autograph tent, transportation, water wagon, and traffic assistance. Contact **Mike Perkins** for details at 309-543-6766.

From HQ - - - This year the **Young Eagles program** will celebrate its **15th anniversary** and a number of

special activities are planned during the event. The Young Eagles staff, with some great volunteer assistance, is looking to gather as many Young Eagle success stories as possible to share on this special occasion. Do you know of a former Young Eagle who is now a pilot? Or an A&P? Working for an airline? Flying Young Eagles themselves? If your former Young Eagles are involved in flight in any way, please let the Young Eagles Office know. Send the **story ideas**, including contact information to [sbuss@eaa.org](mailto:sbuss@eaa.org).

USAF's **U-2 spy plane** will make a return visit to EAA **AirVenture** this year as part of the Air Force's 60th Anniversary celebrations. The aircraft will be on display in Aeroshell Square.

It is **strongly suggested** that if you want to see what a tight-formation **aerobatic airshow** routine is like from the cockpit, click on this:

<http://www.youtube.com/watch?v=dsVPoaKE TE> .



## **Reprise: Fly 790 - A New Way of Member Communication**

**W**e've setup an email list to help foster communication among our members. If you've got a good tip for somewhere to fly, are going somewhere and want some company or maybe are looking for someone with an empty seat, try out our new Google group.

Once you sign up and create a free Google account you can sign up to join the list. To join the group, go to <http://groups.google.com/group/fly790>. Select the "Apply for Group Membership" button on the right side. After you have signed up you will receive instructions on how to send email to the group. Alternatively, you can send an email to me at [jdingbaum@gmail.com](mailto:jdingbaum@gmail.com) and I can add you manually. You will then start to receive email from the list at whatever email address that you signed up with. There is a web page that is home to the group. It has the email discussions on it, as well as links to other group pages that we've put up. To send email to the group you only need to send email to one email address and it will automatically send it out to everyone that has subscribed to the group.

So, sign up and give it a try.



## Meetings

### Last Meeting

Dave Burdine was our featured presenter at the April 24<sup>th</sup> meeting, the airshow pilot flying the MIG-17. Before his airshow days, Dave flew F-14 Tomcats off an aircraft carrier. We were able to catch some of Dave's comments during his presentation:

On night carrier landings – “Missing the wires at night is like practicing bleeding; it's not something you want to do on purpose.”

On going vertical past 45,000 feet in an F-14 while the adversary circled far below, waiting for the inevitable dual compressor stall to happen – “We relit the left engine at five thousand feet. We were supposed to bail out at ten thousand feet.....When we landed, you could see daylight front to back through the right engine.”

On obtaining military gear from the former Soviet Union – “They would sell anything that wasn't bolted down. At the right price, you could get it unbolted.”

On getting from point A to B in the MIG-17 – “Gas mileage and MIG don't belong in the same sentence.”

On flying the MIG – “The MIG-17 has dry wings and self-sealing tanks..... At 450 knots the ailerons seem like they're stuck in concrete. I do the airshow routine at 300 – 350 knots.”

Dave will be performing in Peoria on July 21<sup>st</sup> at the Prairie Air Show. Airshow personnel have requested EAAers to come out to help put on the airshow. For anyone interested, contact Mike Perkins – 309-543-6766. It's a golden opportunity to see Dave's MIG-17 performance up close and personal.

### Next Meeting

Our Chapter meeting on May 22 will feature Lt. Col. William H. Starke, USAFR (Retired). He wrote a book, Vampire Squadron, about his WWII flying experiences.

Bill Starke was born and grew up in Chicago. He enlisted in the Army Air Corps in December 1941 and became a fighter pilot in July 1943, joining the Vampire Squadron on Guadalcanal in December, 1943. He served as pilot, element leader, flight



leader, and operations officer. After 18 months and 121 combat missions he returned to the States in May, 1945.

Bill is a graduate of the University of Wisconsin School of Journalism. After a brief career in advertising in Chicago, he became a Ford dealer in Fort Atkinson, Wisconsin in 1949 and remains so today. He is married, has three children, and enjoys playing golf with his family and friends.

After establishing a Vampire Squadron Reunion in 1981 at Coronado Island, San Diego, one of the wives suggested they should write a book. “This is terrible! It's just a crime to sit here and listen to you all telling these wonderful stories. This really should all be written down somehow before it is lost and forgotten!” Bill says, “We all looked at each other and it dawned on us that she was right.”

Hence, Bill put pen to hand and began his story, “Vampire Squadron, the saga of the 44<sup>th</sup> Fighter Squadron in the South and Southwest Pacific” 1941-1945. With paintings and cover art by George F. Gibbs. Come hear Bill tell the many amazing stories of the experiences of this squadron. Bill also will be bringing with him 8MM footage from over 60 years ago in the South Pacific, now captured on DVD.

~ Tom Solar ~

### Next Board Meeting

Our next board meeting will be held Tuesday evening, June 5. We will be meeting at the house of Lon Danek, 752 Orchard Drive in Barrington, phone 847-381-4286. The meeting will begin at 7:30 p.m., and all are welcome to attend.



## Safety Corner

by Mike Perkins



Looking at the steps leading up to a recent first flight of a homebuilt Lancair Legacy, one has to ponder a few things.

Last month, two men at Oswego County Airport (FZY), Fulton, New York, took to the skies on a fine day in a fine looking airplane in front of many people who'd gathered for the occasion. The fiancé of one of the two men aboard was photographing the day's events.

Unfortunately, it was to be a short flight. The day was nice: 43F, light wind, good visibility. One of the two men was president of EAA Chapter 486. Both men were Safety Co-Chairmen of the chapter. Both men were experienced pilots in their early 60s. The builder and PIC had been flying since 1968 and had flown B-52s in Vietnam.

The NTSB summarizes the flight: "According to witnesses, the pilot built the airplane, and the accident flight was the airplane's first flight. Shortly after departing runway 33 at FZY, the engine noise began to oscillate, consistent with partial power or sputtering. The airplane was unable to maintain altitude, and subsequently impacted a wooded area adjacent to a residence."

Ground witnesses indicate the plane started to make a turn. The plane crashed a quarter mile from the runway. Significant damage was done – the outer panels from both wings separated on contact, as did the fuselage aft of the cockpit. The gear was still up. The engine dug a hole three feet deep into the wet ground.

The fuel-injected engine was an IO-540. The NTSB goes on to write, "The throttle control was in the full open position, the mixture control was in the full rich position, and the propeller control in the low pitch position. The fuel selector valve was in the "OFF" position. First responders at the scene stated that they had moved the fuel selector, ignition, and master switches to "OFF". The fuel lines to each fuel nozzle were removed, and there was no indication of fuel present. The fuel lines at the flow divider were removed, and there was no indication of fuel present, except for a trace amount in the fitting leading to the right rear cylinder. The fuel supply line from the firewall to the flow divider was removed, and there was no evidence of fuel present. The airplane was equipped with two fuel

tanks, one in each wing. Both tanks displayed impact damage, and were compromised."

Although not in the NTSB's preliminary report, a local newspaper reported that the owner had bought a total of 35 gallons of fuel from the FBO. Also reported is that some time prior to the flight the engine had been run for an hour. Also, the airplane had been taxied a bit and had done a high-speed taxi on the runway.

The NTSB picks up again. "The owner of another Lancair based at FZY (Fulton), stated he was present the week prior, and witnessed the owner of the accident airplane attempt his first engine run. There was some difficulty in first starting the engine, followed by a fuel spill of several gallons on the floor of the cabin, inside and aft of the left wing root. The fuel leak had originated from a loose fuel return line fitting in the left wing root area. The witness wasn't sure how the fitting was repaired."

There were lots of friends and family present. That's a recipe for pressure.

There was no fuel in the supply lines. This fact and the sputtering of the engine make it pretty evident there was a fuel issue. Why this happened is of course a mystery.

There was the "inevitable" low-altitude turn following power loss. Admittedly, Google Earth shows that a takeoff from runway 32 puts an airplane over a heavily-wooded area. But statistics show that low-altitude turns following power loss on a first flight are synonymous with crash.

There were two men on board. The FAA distinctly says only essential crew may be on board until the test time is flown off, 25 hours in this case. To my knowledge, there's not a single homebuilt that can't be flown with one crewmember. Later on, flight testing a few of the systems may require an additional crewmember, but on a first flight where the flight itself is the experiment, there's no reason to have a second person on board.

One wonders what caused the fuel starvation. One wonders why the gear was retracted on a first flight. One wonders why the first flight was made over a wooded area. One wonders why the airplane wasn't at least flown in a glide to a survivable landing. But more than anything else, one wonders why two people were on board a homebuilt aircraft on a first flight.

I doubt if this was a set of circumstances that a Flight Advisor would have advised.



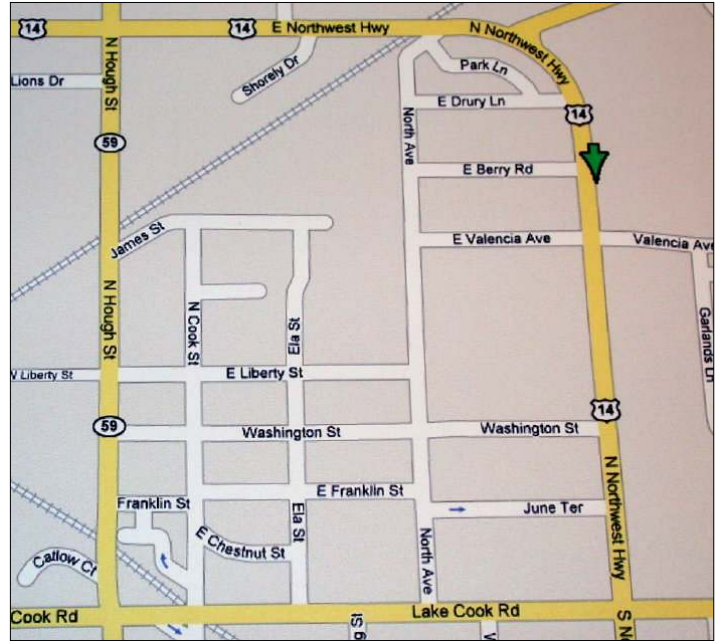
## Chapter 790 Aircraft Building Projects

In upcoming months, a regular part of our meetings will be building project updates from our members. To kick-start this, at our next meeting, May 22, we're planning a brief Show-and-Tell. If you have something from your project to display or talk about, or if there's something interesting just lying around your hanger from some upgrade, bring it along. Broken, new, old, blew – it's all good... Anything makes good conversation, from a two-cent rivet to a \$20,000 GPS/Nav unit. In the past, Show-and-Tell has included elevators, rudders, toasted pistons, complete engines, landing gear, ribs, and Ioran receivers. (Remember Gene Kujawa's \$20-apiece engine bolts for his Cherokee?) As long as it's not dripping on the floor, it's welcome.

<u>Builder(s)</u>	<u>Type</u>	<u>Remarks</u>
Phil Bohn, Ted Kopczynski	Murphy360 HP M14 Moose	Radial Engine
Jeff Dingbaum	Wheeler Express	
Jim Hall	RV6A	
Tom Jackson	Zenith CH701	
Ken Kresmery	1941 Taylor-craft	Restoration
Steve Kulovsek, Ron Liebmann, Glenn Brisson	T28	Restoration
Dean May	Velocity	Delta Hawk Engine
Andy Meyer	RV7	Quick Build
Paul Meyer	SeaRey	
David Morrow, John Kinyon, Robert Skalany	1949 Cessna 170A	Rebuild
Ron Palascak	Acro Sport II	
Mike Perkins	TC-2	
John Peroutka	Cozy MK IV	
Jeff Wilson	Cozy MK IV	

## 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

### 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

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

**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:** 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](mailto: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@sbeglobal.net**

**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 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:** 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 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.**

## Calendar of Events

2007

\*May 22 (Tue) ..... Members Meeting, Barrington Library, 6:30 p.m.

May 26 (Sat)..... Young Eagles Rally, Lake In The Hills, 9:00 a.m. Rain date May 27.

June 1 - 3 ..... Oshkosh Work Weekend Outing

\*June 28 (Thu) ..... Members Meeting, Barrington Library, 6:30 p.m. - **NOTE DAY CHANGE, THIS MONTH ONLY**

June 30 (Sat)..... Young Eagles Rally And Picnic, Lake In The Hills, 9:00 a.m. Rain date July 1.

June 30 (Sat)..... Chapter Poker Run Finale, Lake In The Hills, 12:30 p.m. Rain date July 1.

July 23 - 29 ..... AirVenture

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

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

**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:** 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.**

## Tailfeathers

Exchange between a Cessna 310 pilot and Chicago Center.

**Chicago Center:** Cessna One Two Three Five Bravo, I'll bring you in a little high so I don't lose radar contact while vectoring you to the ILS. Do you think you'll have any problem losing the necessary altitude to make the approach?

**Cessna 1235B:** No problem Center. This baby comes down like a Bonanza full of doctors.

Courtesy of IFR Magazine's "On the Air"

## Pre-meeting Checklist

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

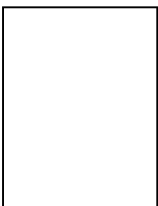
The Newsletter is always looking for interesting articles and pictures by our chapter members. If you have written anything or would like to write something or have pictures that you believe would be of interest to the chapter members, please submit what you have. The newsletter staff prefer that you 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 May meeting will be held at the **Barrington Library** on the 22<sup>nd</sup>. Our speaker will be Lt. Col. William H. Starke, USAFR (Retired), who wrote a book, Vampire Squadron, about his WWII flying experiences. Come hear Bill tell the many amazing stories of the experiences of this squadron. Bill also will be bringing with him 8MM footage from over 60 years ago in the South Pacific, now captured on DVD. Our "social hour" begins at **6:30**, so come early and enjoy coffee and refreshments while you visit with other Chapter members. Hope to see you all there.



TO:



*The Leader In Recreational Aviation*



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