

Winds Aloft



EAA CHAPTER 790

P.O. BOX 1206 BARRINGTON, IL 60011

WWW.EAA790.ORG

Don Jenerick Honored

by Tom LeGates

Long-time member Don Jenerick was honored by the Chapter at our last members' meeting. Don has been a consistent volunteer throughout the years, freely giving of his time and talents for the betterment of our Chapter and for EAA as a whole. A few of his activities have included participation in our Young Eagle rallies, meeting raffles, Chapter work weekends up and OSH, and of course KidVenture. Here President Tom Solar is presenting

(Continued on page 4)



Photo: Tom LeGates

Annual 790 Rose Picnic Just Ahead

by Ron Liebmann

Once again we are cleared for another 790 annual fly-in/drive-in picnic at Bill & Myrt's Barrington airstrip. The event will be held this coming Saturday, the 22nd of September. As in the past those of us with airplanes are encouraged to fly them in if the WX permits, and the rest of us drive in. Three years ago the weather was so perfect that we had 23 planes make a showing. Let's try for that again this year. For those first timers to the picnic we start arriving around 10am with coals heating up by 11:30. This is a "dish to pass" picnic with each person bringing their own meats and bread/buns of choice. You should also bring a folding chair. 790 will provide the soda, ice, cups, plastic-ware, and all the usual "fixings" (mustard, ketchup, onions and tomatoes). If you're flying in, look for Mill Rose on the Chicago TAC, coordinates are 42° 4' 40.88" and -88° 9' 35.64" (just north of I90 and a few miles west of Schaumburg Regional). If driving, see the map on page 8.

Photo: Tom LeGates

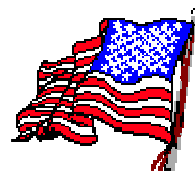


Members enjoy Bill and Myrt's hospitality at the 2005 picnic

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President's Message



Received a very cordial phone call from Paul Poberezny last week. He reads all News Letters and was responding to the last Presidents Message in the August Newsletter. Thank you Paul for hearing and responding to the concerns our Chapter

membership has been having over the past several years at AirVenture. The hope is the Presidents meeting at Oshkosh scheduled for the 14th will positively impact HQ's attention to the needs of their Chapters. I will be reporting to the membership on the outcome of that meeting.

Ken Kresmery held an open house at his new summer home on the Mississippi River. A very successful event it was, hosting the entire Labor Day weekend. It was truly a treasure to fly onto a turf field on the Mississippi River, take a boat ride, be served a wonderful BBQ provided by Polly, and just visiting with the many current and former pilots in attendance. It just doesn't get any better than that. Thanks Ken and Polly.

Our Exchange Student Heinrich Preister has quickly adapted to our home and the USA. He has completed his first weeks at Larkin High School, joined the band, marched and saw his first High School Football game, studying hard-US History and Civics, jumping in the little 150 whenever I fly to pancake breakfasts, Young Eagles events, fly-ins or just familiarization rides. He really is excited about becoming a pilot. The TSA process is cumbersome, yet important. Each step is getting him closer to taking official flying lessons. Let's hope the snows don't arrive before TSA approves the request.

On a sad note. We lost our beloved friend Mike Titre this month. He passed away quietly Monday August 27th. Mike was a pilot, retired Air Force officer, treasured teacher, volunteer, friend and a fine human being. You will be missed, yet remain in our hearts and minds, Mike.

Also Dave Burdine and Steve Hildebrand were lost Monday Sept 3rd while taking off from Lake in the Hills Airport. Dave was an instructor at Blue Skies Aviation as well as a featured speaker at our Chapter meeting. Steve was a friend and neighbor of many of our Chapter members. Condolences go out to all family and friends. They will also be missed.

Tom

September 4th EAA Chapter 790 Board Meeting Minutes

EAA 790 Board meeting was held at the Schaumburg airport. The meeting began at 8:00. Attendees were Nancy Blazyk, Lon Danek, Elton Eisele, Herb Gottelt, Tom LeGates, Ron Liebmann, Mike Perkins, Ole Sindberg, Rob Skalany and Tom Solar.

Lake In The Hills Accident: The recent aviation accident which took the lives of Dave Burdine and Steve Hildebrand was discussed. Though neither was a member, each was well known within the Chapter. Tom Solar will send a card to each family on behalf of the Chapter.

Speakers Bureau: Tom Solar mentioned a new program being started by headquarters, to identify chapter members who are willing to be meeting speakers. Dave Shelton, Mike Perkins and Ron Liebmann have already signed up, Ole Sindberg indicated he likely would also.

HQ Chapter Presidents Meeting: Tom Solar indicated he will be attending a special presidents meeting at Oshkosh this month. Discussion followed on possible issues to be addressed at the meeting, based on our members' experiences dealing with headquarters during work weekends and AirVenture. The discussion included issues with the "fly by" program, camping space, AirVenture chairmanships, CARTS and KidVenture.

Young Eagles: Rob Skalany reported he still has no volunteers to take over YE chairmanship for the 2008 season. He indicated he felt he could continue as chairman next year if no one else was available.

Rose Picnic: Arrangements for the picnic were discussed. Ron Liebmann indicated several members had volunteered to bring grills. Rob Skalany volunteered to bring charcoal. In addition, Ron will pick up supplies left over from the poker run from Rich Oleszczuk.

Finances: Lon Danek gave a report on the chapter's financial status. We also discussed purchasing 2008 EAA calendars as we have done in the past, and it was suggested that 40 would be sufficient for this year. Lon also questioned whether we wanted to provide a scholarship again this year, and the consensus was to begin looking for good candidates. Information will be placed in the newsletter, and this will be discussed at the next member meeting.

790 Trailer: Possible storage locations were discussed. Jim Pratt has space available at the Algonquin Commons Mall, and this is likely where the trailer will end up.

The meeting was adjourned at 9:15 p.m.

Submitted, Tom LeGates, Secretary



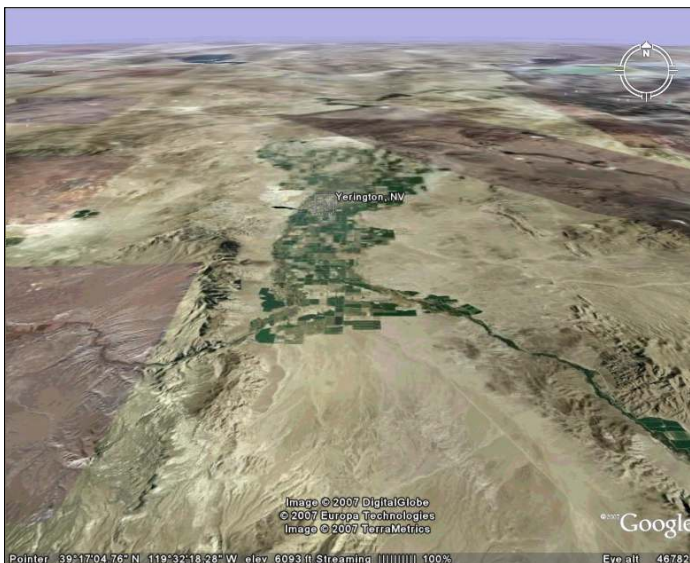
Safety Corner

The Importance of ELTs

by Mike Perkins



No better case for having a functioning ELT on board can be imagined than the Steve Fossett situation. Rescuers have been frantically looking for Steve. Naturally the imagination can run amok with different possibilities, but the Decathlon he was flying was equipped with an ELT. If you wonder why Steve has been so hard to find, all you have to do is look at the area around Yerington, Nevada from where he departed.



Here are some things to think about. In a crash an ELT is actuated by a g-force sensor which senses a sudden forward stop. A sideways slide or a backslide (e.g. off a ravine) may not set off an ELT. If the ELT is damaged by crash or fire, it won't work. In a fire, it might work for a short time, but might be consumed in a matter of minutes. But an ELT with a severed antenna will usually still emit enough of a signal that it can be picked up by over-flying aircraft and ground searchers within a few miles, although it probably won't be picked up by satellite. ELTs on the 121.5 MHz band are required to operate for 188 hours (almost 8 days) at full power.

However, any single-point failures inside an ELT can prevent its operation. That's why it is important to test the ELT occasionally. You are allowed to test ELTs in the first five minutes of every hour. How-

ever, if you activate the ELT for a half-second, nobody's going to notice - you'll hear it immediately on 121.5 MHz. The satellites will even filter out that short signal as spurious noise. I've tested my ELT many times that way and no one's come looking for me. I think the five-minutes-after-the-hour rule is fine when the intent is to leave the ELT on for several minutes of testing. However, during a preflight, there's only one chance in twelve that you're going to be at that part of your checklist during the allowed testing time. It's a big deterrent to testing it at all.

So I stick with my recommendation of flicking it on and off. You should hear the warble tone immediately on your comm, so you can conduct this test in literally half second. If you don't hear a tone, either go flying with the idea of troubleshooting it later or wait until the test time rolls around again. Just don't forget to arm it again after you test it.

The FAA has begun requiring in new aircraft installations the use of a panel-mounted remote off-arm-on switch and activation indicator LED. Many ELTs are located way out of the way, and the panel control makes testing easy. But don't rely on the activation indicator - it doesn't assure you that a signal is actually being sent out.

ELTs are like insurance. You only need them after an accident. It had better be in shape to work.



(Don Jenerick continued from page 1)

Don with an engraved plaque recognizing his numerous contributions. Way to go, Don!



Photo: Tom LeGates



790 Scholarship is Alive Again

Discussion was held at the last board meeting to consider a scholarship award applicable to a person pursuing aviation activities, academic or training. Chapter scholarships have been awarded in the past to young persons, usually chapter family members, who were or are pursuing aviation careers. If you have a family member who is pursuing aviation education or training and would like to be considered for a scholarship award, please contact Tom Solar or any board member. You will be requested to provide some detail of the aviation activity being pursued and the expected results. Please contact one of us by no later than October 30th for your candidate to be considered for this award.

~ Lon Danek ~

Letters

From Dan Majka regarding Mike Titre's mass and funeral:

Everything went off with EAA precision as Mike had planned every detail over a year ago. During the eulogy I mentioned how touched he was that his family could come up to see his beloved EAA grounds. I mentioned that this loving act by his family in my opinion added a year to his life. I almost lost it twice during the eulogy but concentrated on Tom P's advice and it all turned out well. I was so pleased and the family was so honored that Adam Smith drove down from Oshkosh to attend the mass. Truly above and beyond for the average organization but normal for the spirit of what EAA means. We drove about 60 miles south to a military funeral grounds where taps was played and a 21 gun salute fired off. This occurred as two of Mike's friends circled the ceremony in an SNJ and a Swift. It was a very moving time. The flowers that EAA sent were very impressive and of the highest quality, again the EAA way.

All of Mike's friends would have approved of Mike's planning and our execution of his plan. Mike is now back on full flight status and watching our 6. Thanks for being in Mike's life.

~ Dan ~

Mike Titre, Poet

Some people are so humble as to not attract attention to themselves. Such a person was Mike Titre. As a P-47 pilot, an Air Force weatherman, a physics teacher, and a heck of a nice guy, we also find that Mike was a poet in his life. Numerous poems of Mike's were published. One that seems appropriate in the wake of his passing is this one, entitled *Time*.

Time

Time is a sentry fixed in space
Conceiving events in ordered place

Detached and free from center stage
The toll-gate curse of every age

A judge robed for celestial fire
Resting a hand in terrestrial mire

Excusing no one from close embrace
Anointing each with glory or disgrace

With hurried care and scrutiny severe
Stripping pretense so that all is clear?

Or is it time the one that moves
In arrow straight and undulating grooves

Shooting past with speed of light
Always here but out of sight

Starting where who dares to say
Heading for eternities away

Pressing close, then fading far
A different path for every star

Passing with a fleeting whim or glance
Stamping its mark as if by chance?

~ Mr. Michael A. Titre ~

(We will publish other works of Mike in future newsletters. We thank Tom Solar for capturing these words of Mike's for us from publications, and Dan Makja for the photo)



What's All This New ELT Stuff About, Anyway?

by Mike Perkins

The FAA recently issued a notice that your existing ELTs won't be much good after February 2009. They won't quite be paperweights, but almost. So what's the story?

More than eight years ago, the agencies responsible for ELT support decided to abandon the 121.5 MHz and 243.0 MHz system in favor of a new 406 MHz system. The FAA and the ELT industry have had all this time to get ready for the switch. But with only 18 months to go, if this is the first time you're hearing about this, you're not alone.

The 121.5/243.0 MHz satellites aren't going away. But the service that monitors them will. After the date, sporadically-placed ground monitors and overhead aircraft (that happen to be monitoring the frequencies) will be able to hear them.

For the existing system, the orbiting satellites can triangulate within a radius of say ten miles. To get a more accurate, say 2-mile fix, several satellite passes are required. That takes precious time, sometimes up to two hours.

The new 406 MHz satellites are geostationary. This means they orbit above at the same rate as the Earth turns, like TV broadcast satellites. So if one is overhead now, it's going to stay in that same spot overhead for the next 7 million years. And they're up high, a hundred times higher than the old ones. So with just six satellites, they cover the entire planet every second of every day.

They've been sitting there already for quite a few years, just waiting for use. The Europeans use them now. If your new 406 MHz ELT is GPS-equipped, your crash position can be relayed to ground stations via the satellites, and then on to rescuers. But you can't just plug it in to your old Magellan; the GPS-ELT pair has to be certified to work together.

AirVenture wasn't quite awash with 406 MHz ELTs. In fact, only two low-key vendors were there talking about them at all. I'd have missed the whole thing if I hadn't needed shade. The folks in the Cospas-Sarsat booth and I had a nice talk. But to add insult to the new ELT system, there's no fancy name on them. Unless you like choking on Cospas-Sarsat,

they're simply called 406 MHz ELTs. As if that helps promote them?

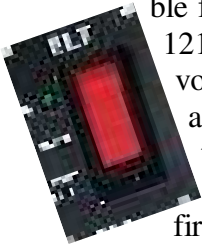
A portable version has been available for quite a while known as a Personal Locator Beacon (PLB). Some are designed to float, some made to bounce off rocks. But carrying one of these PLBs aboard an aircraft does not supplant the FAA's ELT requirement. For one thing, PLBs don't actuate automatically in a crash. In fact, it's a rather hard proposition to fire-up a PLB so as to avoid accidental activation.

Any 406MHz ELT or PLB has to be registered with NOAA. That's the law. Each has an electronic serial number registered to an owner or to an aircraft's registration (for a PLB or an ELT, respectively). You can't legally use an ELT or PLB without it having been registered. Registration can be done easily on-line or by postal mail.

So what does all this 406 MHz stuff cost? Today, a little PLB for hiking and boating costs about \$500. An aircraft ELT will cost about \$1000. Equipped with GPS, the pair will cost more than \$1500. With installation, the GPS-equipped setup will cost about \$2000. The GPS version has two antennas, one for the ELT transmitter and one for the GPS receiver. Economies of scale will help out, but right now this is what it costs. Another benefit of the 406 MHz units is that they have a more sophisticated G-sensor in them that reduces the number of accidental activations. They transmit at higher power because the satellites are up higher. They also have a little 121.5/243 MHz transmitter in them to allow ground searchers carrying the old handheld locators to find you.

But don't worry - folks aren't rushing out to equip their aircraft with the new ELTs. In fact right now, even on the Internet, 406 MHz aircraft ELTs are just about impossible to locate. The FAA is not requiring the new 406 MHz ELTs even though the 121.5 ELTs won't be satellite-supported after February 1, 2009. In fact, the FAA is saying that 121.5 ELTs have so many accidental activations that rescue is actually delayed. Quoting a recent FAA email

(Continued on page 7)



(New ELT Stuff continued from page 6)

campaign, "Although lives have been saved by 121.5 MHz ELTs, the downside has been their propensity to generate false alerts (approximately 98 percent of all 121.5 MHz alerts are false), and their failure to provide rescue forces with timely and accurate crash location data. Both of which actually delay rescue efforts and have a direct effect on an individual's chance for survival." Huh?

If this is really true, then why still require them? Yes, you read that right - there have been no changes to the FAA requirements yet, and no rulemaking is yet in the works. Manufacturers of the new ELTs whisper that the FAA is not making the change because the aviation alphabet groups are resisting it due to cost. But that's a self-fulfilling prophecy. Europeans have adopted this technology quite some time ago. In fact, the Cospas-Sarsat System was pretty much invented in France.

Regardless, since there's no FAA rule change, a 406 MHz ELT is *not* an FAA-legal replacement for 121.5 MHz ELT. You're still required to have a 121.5 MHz ELT aboard if you travel more than 50 miles from your home airport, just like always, and the 406 MHz ELT is not a substitute.

So, if you want to be FAA-legal for the foreseeable future, you'll still need the old-style ELT in your aircraft. But if you want to be found after February 1, 2009, then you'd better have a 406 MHz PLB with you and hope you can activate it manually when you need to. Or crack your piggybank wide open and install the G-force-activated ELT version in your aircraft.

See the article, The Importance of ELTs, in our Safety Column this month. If you have any questions about this stuff, please give me a call: 309-543-6766.



Notes From Our August Meeting

So, how do you bring something new to the organized chaos which is AirVenture? Elton Eisele described for us how he managed to get a band together as the opening act for Theatre In The Woods this past summer. The group came together basically over the internet, then physically at AirVenture



for two rehearsal sessions before the big night Wednesday night.

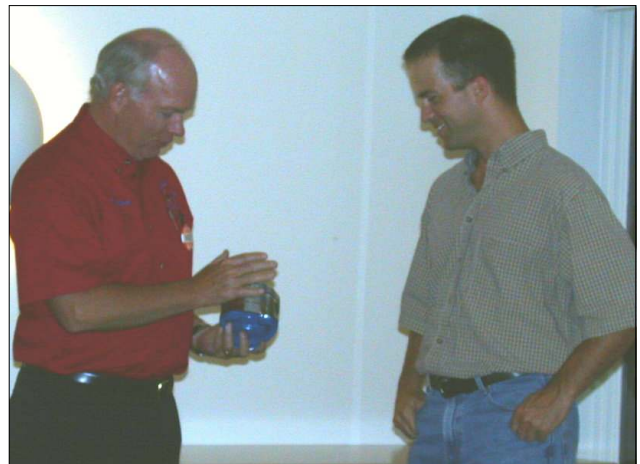
Elton is also interested in getting time back for the morning "fly-by" sessions at AirVenture. If he can make a



band come together, can fly-bys be far behind?

Andy Meyer spoke to us about his experiences with the Air National Guard flying F-16's, including some duty in Iraq. He explained the training and selection process, and showed pictures of several of the aircraft that he has flown. He talked about ferry flights and aerial refueling, and described the aircraft weaponry and their capabilities. Overall it was a most informative and engaging presentation. Thanks to Andy for a job well done.

Photos: Tom LeGates



Blown in From the Winds Aloft

Engine **run-ups** on the runway? Some folks at 3CK have been seen doing them. If you see someone engaged in this activity, you might ask them on the Unicom if runway run-ups are their standard procedure or if they only do it at Lake-in-the-Hills Airport.

A recent letter to a 790 member which we might file under the category *It Can Happen To You, Too*: "I am writing to ask you to help us keep the **Hillsboro Airport** (3K4) open. The city council has in the space of a few days announced that they agreed to negotiate the sale of the airport property to a **coal company**, and that they will take action on the sale at (next) Tuesday's council meeting at 7:00 pm, all with **no discussion** with the Airport Board, the hangar renters/aircraft owners on the field, or the public. Please take a couple of minutes to go to this link to the local newspaper site and vote anonymously in their online poll... We may not be successful, but I would like them to *hear us*. Maybe we can lock up the website. Thanks for your support. Sorry about the short notice; I just learned about the poll a short time ago. - Ray Dorf, Hillsboro Airport Board Member" (Hillsboro is about 50 miles NW of St. Louis.)



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



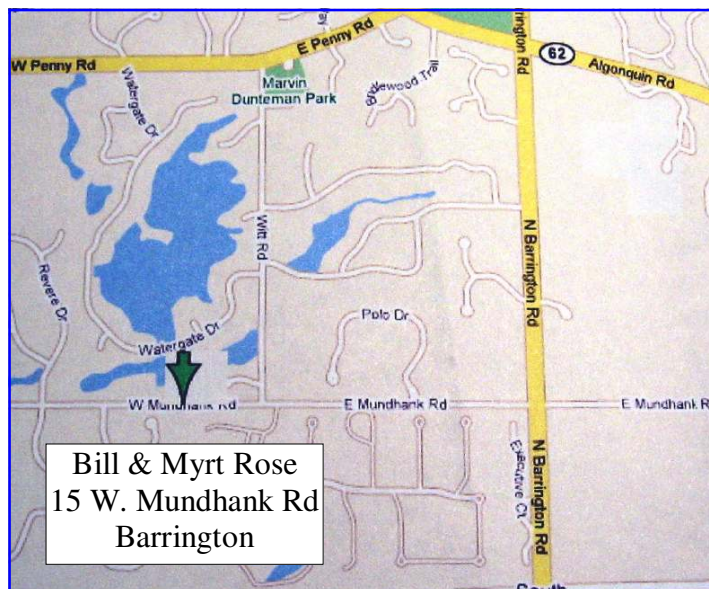
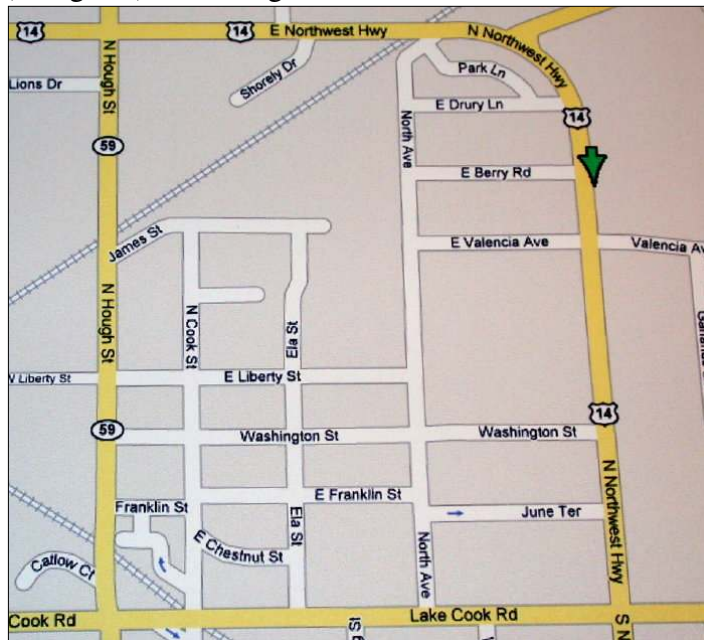
Abbie Friddell, Master CFI, CFII is offering an EAA Chapter 790 special discount. 3 hours Wings Program Instruction for \$75.

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

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.



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
Email: roquinn@Turfgrassod.org.

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: 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](mailto:Elaine.Knoedler@sbcglobal.net)**

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 work-

Calendar of Events

2007

September 22 (Sat)..... Rose Fly-In and Picnic, the home of Bill & Myrt Rose, 15 W. Mundhank Rd., Barrington

September 25 (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 2 (Tue)..... Board Meeting, Location TBA, 7:30 p.m.

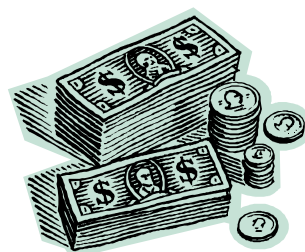
*October 23 (Tue)..... Members Meeting, Barrington Library, 7:00 p.m.

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

* Event added this month

manship throughout. **Contact Marv Jensen, (817) 573-9011 or email: 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.**



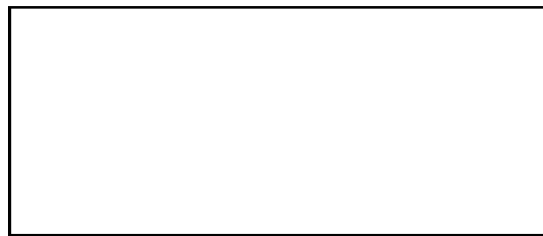
Pre-meeting Checklist

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

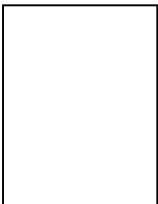
The Newsletter is always looking for interesting articles and pictures by our chapter members. If you have written anything or would like to write something or have pictures that you believe would be of interest to the chapter members, please submit what you have. The newsletter staff prefer that you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

NEXT CHAPTER MEETING

Our next meeting will be held on *Tuesday, September 25*, at the Barrington Public Library. Hope to see you all there around 7 p.m, to enjoy coffee and refreshments while you visit with other Chapter members.



TO:



The Leader In Recreational Aviation



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

