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# Winds Aloft

## EAA Chapter 790



P.O. Box 1206  
Barrington, IL  
60010

**Oct. 2001**



Five Cadets from the Boone County CAP Squadron were introduced to aviation with "Young Eagle" flights by Tom LeGates and CAP Orientation Flights by Captain Abbie Friddell.

Saturday, September 29<sup>th</sup> was a perfect day for flying. Eight Chapter 790 airplanes were on the flight line ready for Young Eagles.



With the low turn-out of Young Eagles, the day turned into another great Chapter 790 picnic/get-together.

Judy Rice, is shown here (on the right) with two friends and her newly painted Grumman Tiger (affectionally known as "Chuck"). Judy's gripping story, "Today the Sky Fell", tells of her experience flying to Kenosha with "Chuck" on the morning of September 11<sup>th</sup>. This story is difinately a must read.



(See Page 3)



**Chapter 790  
Technical Counselors  
and Flight Advisors**  
*Your resources for construction  
and questions*

**Safety Coordinator**

Ole Sindberg – (847) 639-5408

**Technical Counselors**

Clyde Ericson/General – (847) 382-6675  
 Jay Friddell/General – (847) 382-4180  
 Herb Gottelt/General – (847)-439-3397  
 Jim Jackson?Composites – (847) 949-2200  
 Ron Liebmann/General – (847) 352-8282  
 Ron Palascak / (IA) General- (847-658-7963  
 Mike Perkins/Electric- (847) 788-1791  
 Ole Sindberg/Metal,systems & Flight Testing  
 (see Ole's phone below)

**Flight Advisors**

Glen Brisson – (847) 438-7786  
 Clyde Ericson – (847) 382-6675  
 Steve Flattum – (815)-765-1849  
 Abbie Friddell – (847) 382-4180  
 Jay Friddell – (847) 382-4180  
 Herb Gottelt – (847) 439-3397  
 Jim Jackson – (847) 949-2200  
 Ron Liebmann – (847) 352-8282  
 Ole Sindberg – (847) 639-5408

## From Ron . . . .

Happy October 790 Family,

We had the September meeting at Bill Rose's party barn once again. With about 65 persons in attendance it was a tight crowd but you can't beat the atmosphere. Once again our thanks go to Bill & Myrt for having us there. They were our lifesavers until we secured our new meeting place at which we will have our first meeting on the **3rd Thursday in October at 7:00 PM. The new place is the South Barrington Tennis Club, which is just west of the Village Hall where we were meeting. Just follow the same road to the next parking lot west and enter the building via the entrance to the left as you view the building from the lot. If you get there after 7:30 PM you will find the door locked so knock loud. At the meeting we will tour the building so we can show you the secondary entrance for after 7:30pm entry.**

On Saturday the 29th of September we met out at Poplar Grove to fly Young Eagles. The weather was perfect and we had eight planes show up. The event turned out to be a fine picnic for all that showed even though just a few kids came up for rides. At the board meeting we will discuss where the next event will take place. If the NOTAM is lifted soon, we will have it a LITH as planned, otherwise, we will return to Poplar Grove but with media advertising this time.

Our last month's speakers were Ole Sindberg and Mike Perkins discussing Ole's instrumentation and fuel systems installed in his Prescott Pusher. It was a very informative presentation and pointed out the importance of redundancy in aircraft systems. This month's speaker will be Ted Sorenson, a retired AA DC-10 pilot and Reserve Air Force general. He will speak to us on the Berlin Airlift.

I'd like to thank everyone who has brought in prizes for our raffle. You are making it a success!

On a last note. We will be collecting one dollar per person at each meeting. This cash will be turned into the manager of the South Barrington Tennis Club building. If you don't have it we will take from the raffle fund until we equal the number in attendance. 790 has been fortunate in that for the past eighteen years we have gotten off scott free while other chapters have been paying for their meeting rooms. Thanks for understanding.

Take care of yourselves, Ron

*NOTE: EAA Chapter 790 does not project or accept any responsibility for the participation by any newsletter reader or Chapter member at any fly-ins, functions, forums or events that may be publicized in this newsletter. All material herein of a technical nature is for reference only, and is not necessarily recommended or approved by the editor of this publication or any official of Chapter 790. This publication is produced only as a medium of communication amongst members and friends of Chapter 790.*

# Today The Sky Fell

By: Judy Rice

Tuesday, Sept 11th, 6:00 am: Beautiful day! All set to go fly. The Grumman was topped-off yesterday for an early departure today. A call to Flight Service reported; "Patchy fog along route of flight...temperatures and dew point spread..." "One degree." Ok, so I have another espresso and wait an hour for the fog to burn-off. Better safe and wait a bit than the ol' saying of wishing to be on the ground.

7:00 am, at the hangar: Pre-flight on a cool fall day in Oshkosh is a pleasant experience. My almost beautifully, finished painted Grumman is ready to go. Today I return the Grumman to Kenosha (ENW) to finish the paint detailing. I anxiously snatched the Grumman before the paint shop had completed the final details. I had already missed 3 days of the 6 for the planned IFR Ground School in MSP and was anxious to make my brain hurt.

Pulling the Grumman out of the hangar is never an issue. Today, his right main would not go up over the pestering cement lip that meets hangar to ramp. Grumman's are known for a stubborn casting nose-wheel on pushback, but this is the first time in 5 years of ownership, I had difficulty pulling him out of the hangar. I wondered if the Grumman knew something I did not. Fog has burned off and winds are light, pre-flight and run-up, all in-check. Time to go Grumman!

8:00am, wheels up. Southerly turn indicates clear all the way to Milwaukee (MKE). I can almost see the skyline as I roll out on heading. Fifteen miles south of Fond du Lac ( FLD) I reach 3500' and level off. Winds at altitude are 225 at 6 knots, can't ask for much more. I request MKE Flight Following and given the required transponder code to dial-in. ATC states, "Radar contact."

Ten miles north of Kenosha, I am handed-off to Center. I dial-in number 2 radio to Kenosha ATIS keeping the second ear for any Center advisories. "Kilo" ATIS is calling for light winds, runway 24. Airport in sight just as ATIS switches to Lima, "Kenosha airport is closed to all IFR/VFR Traffic". I said out loud to the Grumman, "That is it!?! WOW, must have been some bad accident with two parallels and one crossing to close all runways."

I reach for the Jepp Guide to check out Racine runway configurations. Will sort this out when I am on the ground. Within seconds Center states, "All IFR/VFR Traffic has been canceled." I say to the Grumman, "What the hell does that mean!?!?" The Controller continues, " Airmet in effect; National Emergency in effect; All IFR/VFR traffic is to land at

the nearest airport". I scream to the Grumman, "**WE HAVE BEEN NUKED! OH MY GOD, WE HAVE BEEN NUKED!**" I am sure it is Chicago, barely 25 miles to the southwest. Goose bumps and dazed.

**The radio came alive. American... United... NWA... all the heavies asking the Controller what seemed to be all at one time, "We have been cleared...What do you...I am IFR..!" The Control replies within seconds, "SHUT UP! No more questions. This is a National Emergency. I will call you individually by tail number and you will land at the airport I state; if you do not, you will be shot!"**

I listen stunned. Unbelievable! I cannot even imagine what is happening down there. All I can do is fly-the-airplane. I listen carefully for "Grumman 6300L..." I hear vectors being given to Madison, Green Bay, or Waukesha. None to ORD or MKE. "Yes, we have been nuked and it was Chicago" I say in disbelief and dazed to the Grumman. What will I find when I am permitted to land, and where will I be permitted to land. When?

To my surprise at what seemed like endless time, I hear, "Grumman 6300L, you are cleared to land at Kenosha." I pause, as if I did not hear correctly. I repeat and the Controller repeats just as I had in-fact heard. Wheels down, rollout, I did not know what to expect. Guns? Devastation? What? Ground Control clears me to the paint-shop. In the short time I have known William the painter, he has always worn a smile. I taxi up to his grim face, head bent close to radio.

Today, the sky-fell.

*Judy Rice*

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## September – Young Eagle Rally

On September 11<sup>th</sup>, the aviation world changed for us all. Although the Young Eagle Rally was scheduled for September 29<sup>th</sup>, some felt that we would not be able to fly that day, and no media advertising was provided. The government relented, and VFR flying was once again permitted outside of Chicago's Class "B" airspace. What to do? No advertising had been sent out, but some of us had spread the word among friends and acquaintances and felt an obligation to be there.

WOW! What a beautiful day, and what a great  
*(Continued on next page)*



### *(Young Eagles: Continued)*

turnout of Chapter 790 members! Eight airplanes and plenty of ground crew. Even the Boone County Composite Squadron of the Civil Air Patrol had five cadets and a Senior member to park the cars and, if necessary, help us with ground crew duties.

The day started off with a bang. Dana Holladay and I were off with our “Young Eagles” aboard by 9:00 AM. Then – all was quiet! BUT – the day was not lost. The “KitFox” boys (Herb Gottelt and Tom Anderson), plus Dave Stadt and others began giving airplane rides to other members. Sandwiches were brought it from “Subway” and the next thing you knew, Chapter 790 was having another great picnic.

Abbie switched hats (actually uniforms) and started giving “Orientation Rides” (a required CAP cadet activity) to the CAP Cadets who helped us out. Tom LeGates also provided the cadets with “Young Eagle” rides and the net result of all this was a successful outing for Chapter 790.

Many thanks to all the members who turned out for an event that had a questionable prospect for success. **We had a great time, didn't we?**

*Jay Friddell*

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## Young Eagle Rally October

Our next Young Eagle Rally is scheduled for Saturday, October 20<sup>th</sup>. So far the FAA has not seen fit to open Class B airspace so we will be going back to Poplar Grove Airport. We will have a briefing at our October meeting.

This is the last rally we have planned for this year so **lets make it a big success!** We definitely need your help. **Come on out!** We need ground people to work the flight line, we need ground people to help parents with the Y/E applications. We need someone to man the “Flight-board” to keep track of our flights (who's up next). We need ground people to talk with the parents, to answer their questions and, of course, recruit prospective members for Chapter 790. And, of course, we need airplanes and pilots.

## The Doomsday Notam

*By: Jeff Hill*

*This article was written by Jeff Hill, EAA Chapter 932 at Galt Airport and was published in their October Newsletter. The article is republished here with Jeff's permission.*

The Day began:

**!FDC 1/9731 FDC SPECIAL NOTICE - DUE TO EXTRAORDINARY CIRCUMSTANCES AND FOR REASONS OF SAFETY. ATTENTION ALL AIRCRAFT OPERATORS, BY ORDER OF THE FEDERAL AVIATION COMMAND CENTER, ALL AIRPORTS/AIRDROMES ARE NOT AUTHORIZED FOR LANDING AND TAKEOFF**

This hadn't happened since WWII when GA aircraft were either “drafted” if useful to the Army or rendered unflyable if not. Part 91 VFR was shut off for over a week, and as this is written, there are still over 41,000 GA aircraft “trapped” at airports located in “enhanced Class B airspace”.

And now as the dust begins to settle, the likelihood of new restrictions being imposed on General Aviation is great.

If we didn't know it before, we know now that we're definitely at the bottom of the aviation food chain. Lest more General Aviation rights and freedom be stripped away, let's give serious thought to what we all can do to ease our situation. Let us:

**Join an aviation organization.** Every pilot and aircraft owner should belong to AOPA. It's to us what the NRA is to hunters - what AARP is to seniors. EAA has plenty of clout in Washington, too. By joining an aviation support group, we make it stronger and better able to represent our interests.

**Check NOTAMS** before every flight. The situation is fluid and we must be vigilant to stay legal.

**Fly High.** Low flying annoys practically everybody. We rank right up there with motorcycles, snowmobiles and jet skies as perceived pests. I know, you think all those things are cool - but a lot of people don't! A lot of people see them (us) as spoilers and trespassers, maybe even as threats.

**(Continued )**

## **(Doomsday Continues:)**

**Be Professional.** Just because we don't get paid to fly doesn't mean that we're not professionals. Set a good example and when you see a bad one, speak up. Let's be careful with our "war stories" - they're often misinterpreted by non-flyers. Let's be professional with ATC, too. If we're uncomfortable working ATC, maybe a little training is in order. **Professionals train regularly.** Why do we think that we don't need to train once we've gotten our ratings? (CFI's will be more plentiful in the near future.)

**Be Careful!** Okay, we're always careful but it's time to redouble our efforts. Always, "the new guys need to be informed and the old guys need to be reminded". Accident reporting most often portrays us as hapless, inexperienced, irresponsible amateurs. Who can blame the public for being receptive to legislation, which restricts or eliminates such a "menace" as we?

**Share Aviation.** If aviation has given to you, how about giving something back? Young Eagles, Air Lifeline. "Selling EAA, high school career days, CAP. etc. donate to a worthy aviation cause, offer that seat so someone who'd love to go. **Let's all be Goodwill Ambassadors for General Aviation at every opportunity.**

## **IT'S DUES TIME AGAIN!**

**By: Jan Stadt**

Well, it's fall and that means it is time to start thinking about paying your 2002 dues. The dues are staying the same as last year:

**\$25.00/year for regular member**  
**\$20.00/year for out of state member**  
**\$10.00/year for students**

**As in previous years, the first 50 people to pay their \$25.00 for regular membership at the meeting will receive a free 2002 EAA calendar. Sorry, no free calendar for out of state members or students.**

**I suggest you bring your dues to the meeting. Or you can mail them either to the PO Box or to me (made out to EAA Chapter 790) at 26562 N. Anderson Rd., Wauconda, IL 60084.**

## **Senior Eagle Flight**

*By Don Jenerick*

On Saturday, September 29<sup>th</sup>, we got together at the Poplar Grove Airport near Belvidere IL. for a Young Eagles Day Fly-In. It was a beautiful day, but not many youngsters were there, so it turned out to be a "Fun Fly-In" for the crew. Especially for this guy!

Dana Holladay offered a ride to me and to Andy Riegert. Hey, this was great! It worked out that Andy, instead, rode with Dave Stadt in his C-120, and I got to fly in the right seat of Dana's plane.

After takeoff and getting trimmed out nice and level, Dana said, "Why not fly it, Don?". So, I took the controls, and had a lot of fun. Boy, but that triggered a flashback. Back, like 50 years!



Don Jenerick - Navy Glenview -- 1956

In the 1950's I was in the Naval Reserves a Glenview NAS, IL., and we had PBY Catalinas. The squadron was training at Norfolk, Va. And I was on a flight up to Brunswick Maine as part of the crew. I was up forward when the commander waved me over. He moved out of the left seat and said, "How would you like to fly the plane?". He had to go use the "Head" (bathroom), and the co-pilot was busy navigating for the trip north. I got into the **LEFT SEAT**, and his instructions were: "Drive it like a car, and don't touch the rudders!" So, from that time all the way to last Saturday, I had not had my hands on any airplane controls.

*(Continued on Page 6)*

*(Senior Eagle Continued)*

Thank you, Dana, for giving me another opportunity at one of life's greatest thrills.

I also got to fly with Herb Gottelt last Saturday in his KitFox. Wow, what a perfect airplane for a perfect day! Thank you, Herb.

But, back to 50 years ago. On that same trip later on, we wandered into an ADIZ near New York (I wasn't flying then). Two jets were sent up to look us over, and, "Wow", did they have a time trying to slow up to 110 KTS. But, that's another Sea story!

I had a great day. Thank you – thank you all.

*Don*

### **Very Important Dates**

**10/20 Young Eagles – Poplar Grove (C77)**

**12/20 Chapter 790 Christmas Meeting**

## **Chapter Toolbox**



Tools in the inventory are: 2.25" and 3.144" dia. Hole Cutters, Aircraft Scales, Spark Plug Cleaner/Tester, Electronic Prop-Tach and

Camlock Pliers. There are also some Letter Punches available. There is a fee of \$5.00 if you need to borrow any of these tools. **Call Ole Sindberg: (847) 639-5408**

Recent additions to the toolbox are a heavy-duty engine stand on casters suitable for even the largest light aircraft engines, and a wing storage dolly also on casters. Both of these units are available for extended periods and should not be returned to Ole after use, but should be retained until the next member needs them. The usual rental fee of \$5.00 and a deposit check for \$100.00 applies.

## **E-mail Address List**

If you would like to have your e-mail address included in the 'Member's E-Mail List', please send your e-mail address to Dave and Jan Stadt at: [dhstadt@ameritech.net](mailto:dhstadt@ameritech.net)

## **NEW! Electronic Edition of Your "Winds Aloft" Newsletter**

Beginning this month, some of you have received a copy of this newsletter by email. One advantage of the electronic version is the COST. The cost of Ink Jet cartridges, the cost of paper, the printers cost, and postage total up to more than \$1.00 per month per member. Email edition costs \$0. Not only that – but the electronic email version includes color throughout, and not just on the cover.

We will pass around a "sigh-up" sheet for the email version at the October meeting. Please enter your name and email address. (*this is particularly important if you have changed your email address and somehow failed to notify Dave or Jan Stadt.*)

Of course you may elect to continue receiving the printed copy by mail. In this case, we'll be happy to honor your wishes....ed

## **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 may purchase a business card size ad for \$25 per month. Ads of 3 column inches are \$75 for the first month and \$50 for subsequent months.***

**For Sale:** 1/3 share of 1949 Cessna 170A. Meticulously maintained, outstanding aircraft with excellent partners hangared at Lake In The Hills Airport. 4318 TT, 35 SMOH, Prop reconditioned at overhaul, Fresh annual, Bendix KY96 com, Northstar M-2 Loran. Asking \$13,500. – Call Dave Morrow – 915-356-8121 or Ed/Jeanne Garman -- 815-459-7902

**For Sale:** Drill Press, bench top, 1/2" Chuck, 5 speeds, \$45; Band saw, bench top Black & Decker 7 1/2" x 3 1/2" throat clearance for light weight work, \$45; All items well maintained and in very good condition. Call Mike Perkins. 847-788-1791

## **Flight Reviews**

BFR Special: Ole Sindberg is offering a Biannual 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.

*(Please remove this sheet and keep for future use)*

## YOUNG EAGLE RALLY PROCEDURES

**Keep in mind that the following procedures have** been developed from past successful Young Eagle Rallies. You may modify the procedures to fit the current situation, just make sure everyone knows what they are supposed to do.

**The Chapter Safety Chairman** is responsible for briefing pilots in regard to local airport traffic patterns, in-flight and ground hazards and any procedures which may be unique to the airport in use. He must also brief Crew Chiefs and Aircraft Handlers about ground operations and ramp safety.

### Duty Assignments and Duties:

#### **Desk Personnel:**

You are responsible for handling the paperwork that gets sent to HQ to register the child, and for assigning children to the airplanes. Ideally we will have several desk people, including someone to update the **Flight-Board** numbers and someone to pass out wings and packets after the child return from the flight.

#### Details:

- When child arrives, give parent a blank form to fill out and sign.
- Give child a ticket with a number on it and tell him/her to watch the Flight-Board for their number. Tell them that if they are not waiting there when number comes up, they get rescheduled for later today.
- Write the ticket number on the child's form (top left corner)
- Put form on top of pile of forms for waiting child.
- When a crew chief arrives to pick up the next child in line for a ride, take the paperwork from the bottom of the pile of waiting forms and give it to the crew chief.
- Keep in mind the weight and balance of each airplane.. In 4-seaters, to avoid three large children. Load, for example, one large and two small child together
- SUBTLY split up families so not all the children are in one plane when possible.
- The crew chief can now proceed to the airplane with the children
- When the crew chief returns to the desk with the child, get the forms from the completed flights and place them in the Completed Flights folder.
- Give child who just came back their Young Eagle Certificate and wings, gliders, etc. when they are available.
- Update Flight-Board with next range of 10 or so numbers that are next in line.
- Refer questions about EAA to the designated "Answer People". Questions regarding Civil Air Patrol (CAP) to the local CAP representatives on duty.

#### **Crew Chiefs:**

You are responsible for safely transporting the children from the reception area to the airplanes, filling out Certificates and bringing the flight Certificates to the pilots after each flight for signature. NOTE: We must always know which children are with which pilots at all times. **You are not responsible for guiding aircraft to parking.** Ideally, we will have one crew chief assigned to each airplane.

#### Details:

- Above all, make sure your pilot is not overly exhausted. Suggest that he/she takes a break every hour or so and gets plenty to drink.
- Turn in forms from the completed flights and get the paperwork for the next batch of children from the desk people.
- At the desk, call the numbers/names of the child/children who are next (whose paperwork you have). If they are not there when you are ready to depart. see the desk people and take another child in line. Do not spend time hunting down child.
- Depart with the next batch of children. taking the clipboard out to the plane to give to the pilot so he/she can sign the Certificates while you help unload and load the child. Do not yet give out the Certificates.
- Make sure the engine is SHUT OFF and the propeller has STOPPED TURNING. No hot loading or unloading!!
- Bring the returning children back to the desk to receive their Young Eagle Certificates, wings, etc..
- Give paperwork for child who have returned back to the desk people for filing.
- While the children are in the air, fill out one Y/E Certificate for each child (except the signature).
- Keep in touch with Eagle ground so you know when your pilot returns and then repeat the process!

**Pilots:**

You are responsible for the safe flying of the child. There is no set route to fly, but please keep the rides to about 15-20 minutes, especially if there are a lot of children waiting on the ground.

Details:

- Your crew chief will bring child out to you and take them back to the reception area.
- Follow the orange-vested aircraft handlers' signals for ALL operations in the ramp area.
- Listen up on Eagle ground (**122.75**) for any taxi/ramp instructions.

**Aircraft Handlers:**

You are responsible for the safe handling of all aircraft on the ground. Aircraft handlers are the only ones wearing orange vests. Pilots should only follow taxi instructions from these people, not crew chiefs!

Details:

- You must wear an orange vest
- You must know the proper hand signals for controlling aircraft.
- Try to position aircraft for ease of entry and exit.

**Eagle Ground**

You are responsible for radio communications on the ground with the pilots and keeping the grass ramp area from becoming too congested.

Details:

- One will be dedicated to radio communications with the pilots on the ground, on **122.75**.
- If you need to communicate with a pilot over the radio, do so through "Eagle Ground".
- If the ramp area is congested, a holding area may be established for aircraft waiting to enter the ramp area. This, of course, is subject to the layout of the airport in use.

**Answer People**

You are responsible for answering people's questions and promoting EAA and Chapter 790 with enthusiasm. This keeps the desk people free to perform their duties.

Details:

- Look official.
- Answer questions, give directions bathrooms etc.
- Offer assistance when necessary.
- Act as a liaison to keep things running smoothly.

If anyone wants to join EAA Chapter 790, the annual dues for Single or Family memberships is \$25, Out-of-town memberships are \$20, and Student memberships are \$10. Welcome Packets are available at the desk. Point out that Chapter 790 only suggests that prospective members have an interest in some phase of aviation. Aircraft ownership, construction projects, or pilot licenses are not required. We actively support all aviation interests of young people.

**NOTE:**

These procedures were originally established by Sue Dortch, a past Young Eagle Coordinator, for use at one Young Eagle Rally at a particular airport. Mike Titre provided us with a copy of these procedures and some Chapter Directors suggested that they be adopted for our future Young Eagle Events. A number of editorial changes have been made from Sue's original document and probably further changes are in order. We encourage all members who participate in our Young Eagle Rallies, suggest additional changes that you think are appropriate. Please address your suggestions to Dana Holladay or Ron Palascak.



**NEW!!**

**Meeting Date: October 18<sup>th</sup>**

**(Future meetings will be on the 3<sup>rd</sup> Thursday of each month.)**

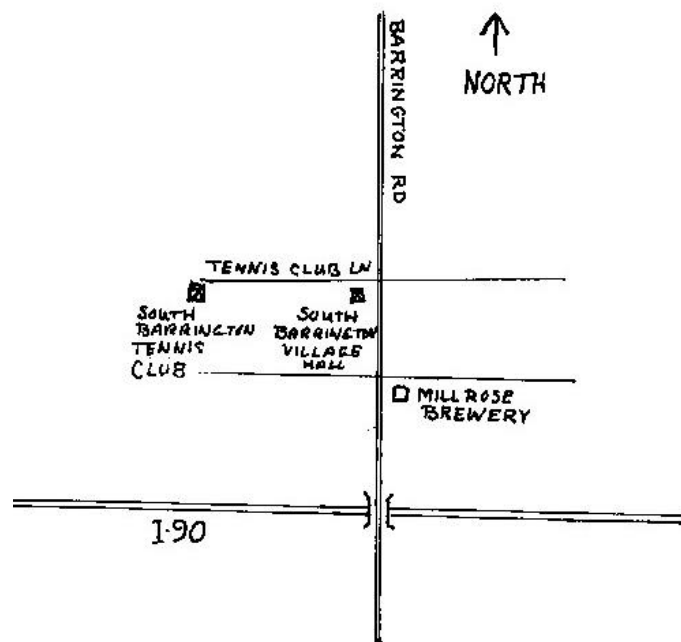
**NEW!!**

**Meeting Location:**

**The South Barrington Tennis Club**

**NEW!!**

**Meeting Time: Meetings Start at 7:00 PM**



**Note:** The new place is the South Barrington Tennis Club, which is just west of the Village Hall where we were meeting. Just follow the same road to the next parking lot west and enter the building via the entrance to the left as you view the building from the lot. **If you get there after 7:30 PM you will find the door locked so knock loud.** At the meeting we will tour the building so we can show you the secondary entrance for after 7:30pm entry.

### Pre-meeting Checklist

- Name Tags Worn
- Chapter Videos to return to meeting
- Chapter Tools to return to Ole

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 [pjfriddell@cs.com](mailto:pjfriddell@cs.com) or [abbiénair@cs.com](mailto:abbiénair@cs.com). 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, faxed (847) 382-6217 (CALL 847.382.4180 FIRST however). We will accept floppy disks (IBM Format), Zip disks (IBM format). Bring it to the meeting or mail it to Abbie Friddell at 166 Harbor Rd. Barrington, IL 60010-1531



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