

Volume 37

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FT	3000	6000	9000	12000	18000	24000	30000	34000
BRL	1937	2215+12	2617+07	9900-09	20734	22344	22344	22344
DBQ	1922	2215+12	2617+07	9900-09	20734	22344	22344	22344
DSM	1919	2215+12	2617+07	9900-09	20734	22344	22344	22344
MCW	1709	2215+12	2617+07	9900-09	20734	22344	22344	22344
JOT	2229	2215+12	2617+07	9900-09	20734	22344	22344	22344
SPI	2028	1921+18	1911+12	9900+06	3611-10	3408-20	191034	161745



EAA Chapter 790

Lake in the Hills, IL

790.eaachapter.org

Chapter Dues: For those who have not yet paid their dues. Its Dues Time :) The Board has kept the dues steady for lots of years (so the Country doesn't move into never ending Inflation) \$10 for new or student member and \$25 for renewal member. Don't hesitate, this will be the last newsletter for non paying members. See the application in this issue. Hurry!

In this Issue

- Chapter Dues
- April Chapter Meeting
- Youth in Aviation Event
- Meet our Member
- May Planned Fly Out
- April fly out
- Sun and Fun Adventure
- Chapter Calendar and Chapter News
- Chapter Membership sign up form
- EAA Area Chapter Events & Chapter 790 Staff



APRIL CHAPTER MEETING CHILI COOK OFF

Ken Anderson, professional chef for the Airline industry, once again gave an excellent presentation on his adventures while training and delivery meals to numerous airlines around the world. His humor was enlightening.

Eight different recipes were prepared by the Chapter members for tasting and their enjoyment. After sampling and more sampling, voting took place (quiet ballots) and Tom Legates won best in show er taste.

Brad Delisle gave a brief announcement on the upcoming Youth in Aviation program.



CHAPTER 790 YOUTH IN AVIATION



A **Youth in Aviation Event** was held at lake in the hills Airport on Monday April 30, hosted by our chapter's ground school instructors, Brad Delisle and Nancy Blazyk. 19 High School students attended and were given a check sheet noted as "Airplane Scavenger Hunt". They were divided into groups of four and directed to six airplanes mentored by Ole Sindberg-Prescott Pusher, Dave Boone-Cessna 182, Rich Oleszczuk-Cherokee 180,



Paul Ranieri-Glastar, Tom Solar-Cessna 172 and Robert Skalary's, Dave Morrow and John Kinyon's 170 restoration project. Mike Peranich, the airport manager was present as well as Mike Carzoli who opened up the Blue Skies hanger and provided one of their Cessna 172's for review. Mic Petrie and Mike Delisle provided added support.

A list of questions were developed by Brad and



Nancy for each plane visited. Such questions were; does the plane have GPS, what is the tail number, what is the make and model, is this aircraft carbureted, where is the static port and pitot tube location, what does the altimeter read, are the propeller blades adjustable. Each mentor ex-



plained the operation of the instruments, control services and general aviation knowledge of the aircraft.

The Students were very receptive and went away with a greater understanding of their classroom instructions and a deeper interest in aviation.

Thanks to all for their participation. A very successful event.

Write up by Tom Solar

MEET OUR MEMBERS

Paul Ranieri

As your chapter president I was asked to write a self-bio to give you a bit of background. I was born in Bensenville, IL in 1970 the first of what would be three children to an electrical engineer turned executive (father) and a teacher turned real estate magnate (mother nee Ranieri -yes, she had the same last name before they wed). I spent the first half of my childhood at a Catholic elementary school where my interests were scouting and Radio Shack. I was always building electronic projects and disassembling perfectly functional household items. I was fortunate in having a father, grandfather and uncles who were all highly intelligent and technical men as mentors. Being the eldest boy in the extended family, I received a disproportionate share of attention which I took full advantage of. In 8th grade we moved to Palatine where I earned only two A+'s at Fremd HS. One, in independent metal shop where I designed/built a functional three axis robotic arm, and the other in advanced (modern) physics. I then moved on to Southern Illinois University where I earned a degree in Mechanical Engineering; the best six years of my life. In my family you got to be any kind of engineer you choose. I worked as an auto mechanic and began my flying interest at SIU so that helps to account for the additional years; but so did all the fun to be had.

After graduation, I returned to Palatine and began my career at Honeywell in Arlington Heights as a production engineer. There I was set-up on a blind date by one of the senior ladies that worked as a technician and the day after the date she asked me what Laura, now my wife of 20 years, was like. I responded "don't you know? You set me up with her." She then informed me that she did not but rather her friend with whom Laura worked did. So I guess you would call it a 'double blind' date. We married two years later and eventually had two children; now a 16 year old son who is a promising young jazz bassist aspiring to attend Juilliard and a 10 year old daughter who loves reading and choir.

After three years at Honeywell and two more as a project manager for a small automation company I decided to start a business in land development and residential construction. I did this full-time while the kids were young and by 2007 had completed over a dozen homes. This was when I began to build the Glastar and returned to flying. With the real estate bubble burst on the horizon I returned to school to work towards a master's in education with the intention of teaching high school physics. In 2009 I stumbled across a job opportunity at Fermilab, one of my favorite places to visit. I applied and was offered the position and completed the master's coursework at night sans the student teaching.

I have been at the lab now for over nine years and have been promoted to the direct digital controls engineering supervisor. I still build a house every year or two to supplement my hobbies/retirement and because I enjoy the work - usually. I finished the Glastar six years ago and very much enjoy flying it but I miss building it even more. I recently purchased a partially built Prescott Pusher after some left seat time in Ole Sindberg's ship. Ole and I are working closely on this project and the plan is to use a GE turbojet engine as well as other modifications but that is a separate essay.

Paul

MAY FLY OUT (sponsored by Ole Sindberg)

For the May fly-out Saturday May 19th we plan to fly to Tri County Regional airport at Lone Rock WI. The identifier is KLNR, it has a runway 9/27 with 5000' of good asphalt, and for you STOL guys it has a much shorter crosswind runway – 18/36 with 1850' available. Distance from Lake in the Hills is 103 NM on a 313 track.

This airport is in a nice valley with the Wisconsin River on the South, a range of hills on the North and the home of Frank Lloyd Wright to the East.

The attraction there is Piccadilly Lillies Restaurant on the airport at the NW end ramp, so let us plan to arrive at KLNR at about 9:30 AM that should give us enough time to get the airplanes squared away and walk to the place.

The FBO is Tri-County Airport; 100LL price is presently \$ 4.38 – do plan to buy some fuel there. Please call or email if you are planning to come, or need a ride, or have extra seats. This is of some importance if we want to sit together. My contact # is 847 639-5408 or cell 847 826-1935 or oleeva@sbcglobal.net.

If weather is a problem, we will meet at the Colonial Restaurant in Crystal Lake at 9:00 AM; if you have indicated that you are coming, I will call you in event of cancellation. (Or if in doubt you can call my cell)

Keep the blue side up

Ole



Fly Out to Mt. Hawley

To Mt. Hawley 3MY airport in Peoria,
Saturday April 21st



Rich Oleszczuk, Ryan Healy, Lance Schulte, Lon Danek, Ole Sindberg, Paul Ranieri, Tom Solar, Bjarne Sorensen, Annette Barnum, George Roby and Mick Petrie.

There was a bit of light rain and weather front extending from Rockford to Dupage airport. I brought along my IPAD with app and Dual GPS/ADSB to show Paul weather animation. Cloudy skies with some mist and slight turbulence leaving the Landing. Then smoothed out the remainder of the flight. Nice FBO facility with friendly staff. Long 4000 ft. runway situated close to the Illinois River just north of downtown Peoria. We walked over to Firehouse Pizza which was just opening. Nine dollars all you can eat with drinks, cash only. Here's your cup and help yourself. Good food, lots of hanger talk. Learned a lot about refueling flying an Air Force KC135 tanker from Mic.

Flight home was smooth all the way.

Write up Tom Solar



Sun and Fun Adventure

By Ole Sindberg

Our Trip to Sun n' Fun 2018.

Our plan was for son Paul, son in law Bjarne and I, to fly to Sun n' Fun in the Prescott as we did last year. Unfortunately, American Airlines had other plans for Paul and he flew to London Monday morning just as Bjarne and I were making preparations for the trip, but without him. Florida was expected to be rainy Tuesday, so we planned to leave Tuesday, layover at Gainesville (near Atlanta), and continue to Lakeland Wednesday morning. On a long trip like this, fuel prices tend to determine the fuel stops, and had we located a place just NW of Gainesville where fuel was supposed to be available for \$ 3.75. We found the field - Elliot Field - after the NASCAR racer. It was not the easiest place to find account it being a "private" field and therefore not shown in the database. For us flatlanders it was a different kind of place, it has a 5,600' long paved runway surrounded by hills, and one end the runway has a definite up-slope almost like some fields regularly used by Harriers when they are too heavy for vertical take-off's. For our departure the wind appeared to be straight across the runway, so we chose to take-off in the direction we had to fly, but on the take-off run acceleration appeared to stop at about 60 MPH and it took us about 4000' to get airborne – it had to be the wind actually being a tailwind.

Then on to Gainesville GA, where Paul's friend Paul Kyst (also an American pilot) runs an aircraft maintenance service. We stayed with him and got underway early the next morning when weather was expected to be clear in Lakeland. Bjarne flew that leg, and I used the opportunity to gather some valuable cruise data at various altitude – at one point we collected data at 13,500' at a couple of different power settings, one reading showed

us with a TAS of 168 MPH burning just eight GPH – that converts to 21 MPG. Quite impressive for a four-seat airplane. Once in the pattern at Lakeland, we were directed to make a close-in turn to final – we did and earned a comment from the controller - "you guys really know how to fly". Once on the ground we were directed to a spot very close to the "Home Built Headquarters". It is of interest to us that right behind us the Jet-Eze (looks like a Long-Eze, but jet powered) was parked – very similar to the situation last year at Oshkosh.

The day was spent looking at things there including time spent at the ultralight area, watching the airshow, visiting with people we know, and at plane-side fielding questions about the Prescott. Another Prescott builder showed up, we had met last year, so it was good to get an update of the status of his project. Eventually we joined up with Paul Kyst and his small group and went to Winter Heaven where we had rented a house. Son Paul was already there having returned from London, flown AA to Orlando, and taken Uber to the house.

Thursday morning we went back to Lakeland, did some shopping, learned some detail about operating my new G5 instruments, and I spent some time with the Jet-Guys; they are the people associated with the Jet-Eze. Paul Ranieri had asked me to talk with them –they were very accommodating to me; invited me to join them for lunch and I got a lot of information valuable to Paul R. for his project.

(Continued)

Sun and Fun Adventure (cont.)

Friday morning we got up early – it was time to return to Chicago. Fuel at Lakeland was quite expensive, so our first stop was at Lake City where fuel was a bit more reasonable. With three of us, luggage and full fuel we were the heaviest we have ever been, but performance was still good, and we cruised on at 8,500' to Crossville TN, where fuel was just \$ 3.66. For the last leg to Lake in the Hills I was back in the left seat with Paul as SIC. Weather was a problem for this leg, so we filed IFR due North over Fort Wayne, then West to Peotone, DuPage and on into 3CK. It did not quite work out that way on account of the weather, but ATC treated us really nice, took us up along the shoreline of Lake Michigan at 3,000 ft. and once past Bahai temple, we were cleared direct to 3CK. I thought we would have to make an IFR approach, but in the last minute, a hole opened up over the airport, and we were able to make a visual to runway 08.

Hobbs time for the total trip was 12.4 hours, and we burned a total 131.5 gallons of gas.

Overall it was a great trip – too bad that Paul had to miss out on the first half.

Keep the blue side up

Ole



2018 Young Eagles

Contact your Young Eagles Chairman:

Matt Van Bergen

At 847/561-0520 or

"mvanbergen@gmail.com"

for pilot, marshaling or front desk volunteering

The First Saturday of the month beginning:

May 5th, 8:30-12 noon

June 2nd, 8:30-12 noon

July 7th, 8:30-12 noon

August 4th, 8:30-12 noon

Sept. 1, 8:30-12 noon

Oct. 6,m 8:30-12 noon

Send any of your aviation adventures, pictures, articles or humor you would like to appear in the Newsletter to:

"tomsolar@sbcglobal.net"

Chapter Calendar

- ◆ May 5th First Young Eagles Event LITH Airport 8:30-Noon
- ◆ May 19th Fly Out Tri County Airport, LNR, Breakfast at Piccadilly Lilly on airport.
- ◆ May date TBD, 2nd Pancake Breakfast committee meeting
- ◆ May 22 Chapter Meeting Pete Lind presents the GP-4 plane at LITH Airport 6:30 PM
- ◆ June 2, Young Eagles LITH 8:30-Noon
- ◆ June 5, Board Meeting at LITH Airport 6:30 PM
- ◆ June 16 Fly Out, TBD
- ◆ June 24th, Annual Chapter Pancake Breakfast
- ◆ June 26 Chapter Meeting at LITH Airport 6:30 PM

Check for additional information on our Chapter's Website
"790.eaachapter.org"

CHAPTER NEWS

- Sad News; Frank Herdzina passed on last week. Frank was an active member of Chapter 790. The Herdzina's bought a lot at Poplar Grove and decided to start a new chapter there 1414 (lot closer than driving to Barrington). One day while helping him work on his hanger, he asked me for \$20 (thought it was for the pizza), he now said I am one of the early members of 1414. Great Guy and he will be missed.
- Mike Peranich informed me Kevin Smirz, former chapter member, has accepted a position as Air Traffic Controller at Santa Monica Airport in California.
- Nancy just reported her son Bryan Blazyk is recently engaged to a lovely girl.
- The first Pancake Breakfast committee meeting was held last Saturday with weak attendance. Hopefully the next meeting will be better attended. Attendees; Mike Peranich, Lon Danek, Dave Boone and Tom Solar
- Other News: Westosha Airport in Wilmot, Wi. has announced it will be closing at the end of June. The flying club at this airport was the most reasonably priced in this area. The land on the airport is owned by a Gravel Company and for years has been on pins and needles with the possibility of closing. They will be relocating to Kenosha Regional Airport.

EAA Chapter 790 Membership Form - 2018

or sign up on the Website under Chapter Membership

First Name: _____

Last Name: _____

Spouse: _____

EAA Membership Number: _____ (Must be an EAA member)

Street Address: _____

City: _____ State: _____ Zip: _____

Home Phone: _____ / _____ - _____ Cell Phone: _____ / _____ - _____

Email Address: _____

Own Aircraft: yes or no Model or Type: _____

Aircraft Project: yes or no Model or Type: _____

For Young Eagles

If you have completed Youth Protection training, what was the date _____

If you have completed the background check, what was the date _____

Dues

\$25.00 Family/Individual Renewing Membership _____ \$10.00 Family/Individual First-Time Membership _____

\$10.00 Out of State Membership _____ \$10.00 Student Membership _____

Please make checks payable to "EAA Chapter 790" Bring this form and payment to a members meeting, or mail to:

EAA Chapter 790, PO Box 1206, Barrington, IL 60011

2018 Calendar

EAA Chapter Events in the Chicago Area

April

- 14 - Chapter 461 Young Eagles Rally, 9am to Noon at Bolingbrook/Clow (1C5)
- 14 - Chapter 838 Young Eagles/Pancake Breakfast at Racine Airport (KRAC)
- 15 - Chapter 838 Pancake Breakfast at Racine Airport (KRAC)
- 21 - IAC Chapter 1 Safety Seminar at Hinckley Airport (0C2)
- 21 - Warbird Squadron 4 B17 Restoration Project, 9am - 4pm in Marengo

May

- 5 - Chapter 414 Young Eagles Rally at Waukegan Airport (KUGN)
- 5 - Chapter 101 Young Eagles Rally at Schaumburg Airport (06C)
- 5 - Chapter 790 Young Eagles Rally, 8:30am to Noon at Lake in the Hills (3CK)
- 6 - Chapter 22 Fly-in/Drive-in Pancake Breakfast, 7 - 11am at Cottonwood (1C8)
- 12 - Chapter 461 Young Eagles Rally, 9am to Noon at Bolingbrook/Clow (1C5)
- 12 - Chapter 838 Young Eagles Rally at Racine Airport (KRAC)
- 13 - Chapter 1414 Pancake Breakfast/Young Eagles Rally at Poplar Grove (C77)
- 19 - Chapter 95 Young Eagles, 8am - Noon at Greater Kankakee Airport (KIKK)
- 19 - TBM Reunion/Salute to Veterans Air Show, 9 - 4 at Peru (KVYS)
- 20 - Chapter 579 Young Eagles Rally, 9am - 2pm at Aurora Airport (KARR)

June

- 2 & 3 - Cavalcade of Planes/Ford Trimotor Rides at Bolingbrook/Clow (1C5)
- 2 - Chapter 414 Young Eagles Rally at Kenosha Airport (KENW)
- 2 - Chapter 241 Young Eagles Rally, 9 - 11am at DeKalb Airport (KDKB)
- 2 - Chapter 101 Young Eagles Rally at Schaumburg Airport (06C)
- 2 - Chapter 790 Young Eagles Rally, 8:30am to Noon at Lake in the Hills (3CK)
- 3 - Chapter 241 Pancake Breakfast, 8 - 11:30am at DeKalb Airport (KDKB)
- 9 - Chapter 838 Young Eagles Rally at Racine Airport (KRAC)
- 9 - Chapter 95 Young Eagles Rally, 9am - 2pm at Morris Airport (C09)
- 9 - Chapter 461 Young Eagles Rally, 9am to Noon at Bolingbrook/Clow (1C5)
- 10 - Chapter 15 Pancake Breakfast, 8am - 3pm at Lewis/Romeoville (KLOT)
- 10 - Chapter 1414 Pancake Breakfast/Young Eagles Rally at Poplar Grove (C77)
- 16 - Chapter 932 Barnstormer Days Fly-in/Drive-in at Galt Airport (10C)
- 17 - Chapter 153 Father's Day Pancake Breakfast, 8 - 12 at Schaumburg (06C)
- 21-24 - Chapter 22 Ford Trimotor Rides at Chicago Rockford Airport (KRFD)
- 24 - Chapter 579 Young Eagles Rally, 9am - 2pm at Aurora Airport (KARR)
- 24 - Chapter 790 Pancake Breakfast at Lake in the Hills Airport (3CK)

July

- 4 - Chapter 682 Grass Roots Fly-in Breakfast, 7 - 11am at Mount Morris (C55)
- 6, 7 & 8 - EAA's B17 Aluminum Overcast, 10am-4pm at Lewis/Romeoville (KLOT)
- 7 - Chapter 101 Young Eagles Rally at Schaumburg Airport (06C)
- 7 - Chapter 790 Young Eagles Rally, 8:30am to Noon at Lake in the Hills (3CK)
- 8 - Chapter 1414 Pancake Breakfast/Young Eagles Rally at Poplar Grove (C77)
- 13 - Chapter 95 Ice Cream Social at Morris Airport (C09)
- 14 - Chapter 414 Young Eagles Rally at Waukegan Airport (KUGN)
- 14 - Chapter 579 Young Eagles Rally, 9am - 2pm at Aurora Airport (KARR)
- 14 - Chapter 838 Young Eagles Rally at Racine Airport (KRAC)
- 14 - Chapter 932 Young Eagles Rally at Galt Airport (10C)
- 14 - Chapter 461 Young Eagles Rally, 9am to Noon at Bolingbrook/Clow (1C5)
- 21 - Chapter 414 Young Eagles Rally at Waukegan Airport (KUGN)

Visit the chapter websites for more information about each event.



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