

Volume 38

Issue 3

March, 2021



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|-----|------|---------|---------|---------|---------|---------|--------|--------|
| FT | 3000 | 6000 | 9000 | 12000 | 18000 | 24000 | 30000 | 34000 |
| BRL | 1937 | 2211+12 | 2617+07 | 9900-09 | 20734 | 223444 | | |
| DBQ | 1922 | 2211+12 | 2617+07 | 9900-09 | 20734 | 223444 | | |
| DSM | 1919 | 2211+12 | 2617+07 | 9900-09 | 20734 | 223444 | | |
| MCW | 1709 | 2211+12 | 2617+07 | 9900-09 | 20734 | 223444 | | |
| JOT | 2229 | 2215+18 | 2106+13 | 2706+06 | 3205-09 | 9900-19 | 1433 | 182544 |
| 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****February Meeting Notes:**

Matt hosted our Zoom February Meeting on a Flight into IMC. There was a lot of discussion and informative analysis of that situation. The meeting was well attended. Josh is building an RV7,



Taylor is flying a Cessna 170 and Randy Sweet mentioned an LSA fly out in Sept to Mt. Vernon, Ill.

Dean Rausch is building a Roter-X helicopter, e/w a Phoenix Turbo, water-cooled 168 hp engine.



Also please note the change on the Chapter Dues. There is no dues for Students or youth members. Also Young Eagles will not be scheduled until May pending Covid Restrictions. The Pancake breakfast committee will be reviewing the Lake in the Hills tentative date of Sunday June 27th.

Kollin Stagnito has volunteered his grill for the chapter cookouts. Kolin will be moving to Frederick Maryland this summer. As you know he is the editor of AOPA magazine and had both a nice write up in the March edition as well as a flight video over Chicago in AOPA live Last week. Will miss you Kollin stay in touch and the hamburgers are on the house.

Be sure to fill out the Chapter Survey Matt sent out. Your response will assist the board in providing activities of your choice.

WELCOME

Andy May recently joined our Chapter and already has volunteered to help out on the newsletter. Thanks Andy. See Andy's very well written Bio in this edition.

Andy May

IT started at an early age for me, the draw to the sky. I remember with fondness watching “Baa Baa Black sheep” on Sunday mornings with my Dad. I idolized the fighter pilots and the planes they flew. I loved to build models and squeeze the fuselage, still wet with paint, with my fingers flying through the great skies of my house. As I grew older my Uncle Ron, a mechanic for Northwest airlines, would visit and talk airplanes and teach me aeronautic basics. I remember with fondness the first book he gave me, “Stick and Rudder”.



I soloed when I turned 16 at Watertown aviation in WI. My instructor, a Norwegian jokester, taught me how to have fun flying and I loved it. We would jump into the plane and he would say where do you want to go? We would always fly to a destination while doing our training along the way. Numerous times we would take the airport vehicle and drive to a local restaurant when we reached our destination.



One particular training I remember very well because the fear of it sticks with me to today. We were doing power on stalls in our C152. He demonstrated the first few and the nose dropped sharply and we recovered. He then had me try the maneuver. Right away I screwed it up, the turn coordinator ball was far to the left of center; I didn't apply nearly enough rudder. The aircraft was pointed straight up with the engine thrumming and then stalled, uncoordinated. Then, the nose was pointed straight down in a tight spin. I totally froze with my heart in my throat, I know if I had been alone that day I wouldn't be writing this. My smiling instructor said, “my airplane”, and smoothly recovered from the spin.

To this day my hands get sweaty and my face turns white when the aircraft gets close to a buffet on a power on stall. My eyes are glued to the turn coordinator. Funds were tight and I didn't finish my private until I went to college. Like all teenage boys in the late 80's the movie Top Gun had a profound impact on me, I wanted to fly fighter jets when I graduated in 1992! I mean how hard could it be? I applied to the Navy, they picked me up because I like aviation, and teach me how to fly. Reality shot down my Tomcat very quickly. I discovered that you needed to go to the Naval Academy to become a fighter pilot. To get into the Naval Academy you needed a recommendation from a congressman and the grades, I didn't have either. Also, I proposed to my wife and a stipulation from her was no military. I was going to have to get my aviation need fulfilled elsewhere.

I enrolled at the University of North Dakota (UND) in Grand Forks in 1993. I entered the airline pilot track and started my private pilot training again. The school didn't recognize most of my training from Watertown and we started from the ground up. I received my private pilot license in 1995. *(Cont. on next page)*

Andy May Bio (Continued)

I began my Instrument training the next semester. I remember with great clarity the first time we flew into the clouds how quickly I became disorientated. My instructor kept saying, "you're turning to the right, turn back, you're turning to the right!" I distinctly remember thinking, "No, I'm straight and level, but my eyes said, you know, you are turning to the right!" I was in awe of the power of becoming disoriented in the clouds. I carry that respect with me today as I've controlled aircraft that have inadvertently flown into IMC conditions. Two things started to emerge from my continued training; I wasn't enjoying flying and I wasn't looking forward to my future. Crew resource management was an overall platform with which everything was built upon. Checklists were completed and cross checked, emergency memory items were recited and demonstrated during all phases of flight; lessons became a real grind. I talked to my instructors gleaning what my future may hold. They explained how they were grinding out their hours until a regional would pick them up, they needed 1500 hours of multi engine time until Mesaba or an equal regional carrier would grant an interview. Most of the instructors I knew worked as bartenders at night or dealt blackjack supplementing their flight instructor pay. I wasn't looking forward to this future, I needed a change.

After a lot of hand wringing, three different academic major changes, and almost becoming an A&P mechanic. I decided to take a year aviation internship working for Atlantic Coast Airlines out of Dulles International airport in Washington D.C. as a professional baggage handler, ramp rat. My patient wife took a job as a gate agent. I figured I would work with the pilots directly and either it would motivate me to get back into the airline pilot track again or I would find a new track alto-

gether. This was a real special time in my career. I loved working with the aircraft, smelling Jet-A exhaust on my clothes every day, flying for free anywhere the airline flew every weekend, and talking to all the pilots. I came to appreciate the rigorous training platform that UND taught me as I watched the pilots operate the Jetstream 32 and 41 aircraft. I was excited to see what the next step looked like. The flight instruction and 1500 hours multi time led to this place, a regional carrier. After months getting to know the flight crews, I discovered that the hill to seniority and the majors was steep but one that everyone climbed. I don't think it was a poor reflection on ACA as a regional carrier the hardships that their pilots had to endure. I think it was the industry at the time. Lower pay, longer hours, unscheduled trips, and job insecurity seemed par for the course. The interesting thing is, the majority of pilots I spoke with didn't care about the circumstances. They wanted to get in the left or right seat and fly, make this their career, they had an excitement about it. This gave me solace and heartache. I wanted to fly as well but I just didn't have the spark to make it my career.

As the year closed our adventurous internship came and went. I Found myself in a U-Haul turning off of I29 into Grand Forks ND and I still didn't know what I was going to do for the upcoming semester. At this point I had spent a lot of money figuring out what I wanted to do and the press of paying back the college debt I was amassing started to become very real. I also couldn't let my wife graduate before me since she started almost 2 years after I did. The weekend after we returned, we had dinner with one of my friends who was on the airline track but had switched majors to air traffic control. My career path was about to change.

(Continued on Next Page)

Andy May *(Continued)*

I'll admit my first thought of becoming a controller was negative. I did not want to be part of the pompous airway keepers in their crystal palaces on high. I enrolled in air traffic 101 and started the course with great reluctance. After a semester I had found my niche and dispelled some of the negative perceptions I had of my current brothers and sisters. I also found that I was good at this and made some great friends. I continued to take all of the classes offered in ATC and found myself graduating with my wife in 1999. I was guaranteed a spot in Oklahoma City at the Federal Aviation Administration (FAA) academy by graduating with my degree. I needed to pass a background check and psych evaluation. Shockingly, I made it through the preliminaries and I was enrolled in class April 2000. The academy was not easy. Luckily UND crafted their entire airspace system as if it were Tulsa OK, academy airspace. I had a definite advantage over others as I had spent the last 3 years working this airspace at school. Our starting class had 41 students and when we ended, we had 24. I was sworn in as a U.S. government employee September of 2000 and I was excited!

Since my family all lived in Wi, I tried to get a location closer to home. I selected the Midwest region and the FAA supplied me with three location options, Ann Arbor Mi, Moline IL, and Champaign IL. We selected Champaign. My wife was looking for a school to finish her social work master education, and the University of Illinois had a good program. We ended up moving to Rantoul, a town north of Champaign that used to house a large Air Force Base which had been closed. I entered training and the real fun began. Champaign tower KCMI, level 7, is a classic up down tower. This means that the approach control radar room is housed at the base of the tower. It was an ide-

al place to start for a controller because you were able to receive radar training and tower cab training. I moved through the training program and became a Full performance level FPL controller on November 2001. CMI tower is known as a training tower. This means that most controllers start their careers here but bid out to higher level facilities usually after putting their time in, 2-3 years. I was no exception. I applied to Madison KMSN and C90 TRACON. C90 is a level 12 facility, highest in the levels, and a very intimidating place to a junior controller. I visited the facility in the summer of 2002 and it cemented my anxiety, Chicago approach was too busy for me. A week later word had spread through the tower that I had been picked up by another facility. It was with this knowledge that I bounded down the stairs to the manager's office to be given my assignment, I was 100% certain it was MSN. After the shock wore off my face upon being told C90 selected me, after all I did bid it, the manager told me I should accept it; a chance like this would only come around once in my career. We found ourselves moving to Chicago.

**ELGIN TRACON**

The Most Stressful Job In The World?

(Continued on next page)

Andy May *(Continued)*

You may have noticed that I didn't talk much about flying since I started air traffic.

That's because I haven't flown much. I have about 40 hours of flight time since I graduated college. Each year I would attend OSH with my kids and drool over the kit planes and new aircraft always making my way to the RV and Velocity tents. It always seemed like I had a

reason to put off flying or building. As my son graduates High School this year and my daughter will be a junior, I decided to finally jump back in. After researching, I wanted to stick with metal construction so I opted for the RV10 over the Velocity. I'm looking forward to finishing my instrument training and meeting new people in the chapter.



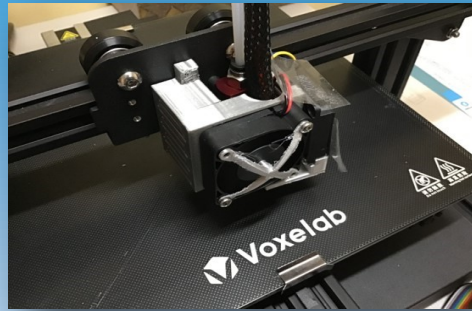
The future is exciting!

-Andy May-

Welcome aboard and thank you again for your assistance.



James Tan, always the innovator, provided these photo's of his air sled which he built with his 3 D Machine. James is a student in Stevenson, HS and has been a frequent participant of our young eagles flights and fly outs.



THIS YEARS FLYOUT AGENDA

Provided by Josh Cannata and Taylor Thompson

| | | | |
|---------------|------------------|------|----------------------------------|
| March 20-Sat | Rochelle, IL | KRPJ | Flight Deck Bar and Grill |
| April 17-Sat | Terre Haute, IN. | KHUF | Corsair Café |
| May 15-Sat | Sheboygan, Wi. | KSBM | Fuel Café |
| June 19-Sat | Quincy, IL. | KUIN | Bluehaven Café |
| July 17-Sat | Portage, Wi | KFZS | Hitching Post |
| August 21-Sat | Shawano, Wi. | KEZS | Launching Pad |
| August 29-Sun | Merkle Field, IL | 3IS4 | Turf-Orchard Landing Farm |
| Sept 18-Sat | East Troy, Wi. | 57C | LD's BBQ-I mile walk bring bike? |
| Sept 24-Fri | Battle Creek, Mi | KBTL | Waco Kitchen |
| Oct 10-Sun | Hanover, IL | 3IS4 | Turf-Orchard Landing Farm |
| Oct 16-Sat | Mt. Vernon, IL | KMVN | LSA fly in-Bonnie Café |
| Nov 20-Sat | Plainwell, Wi. | 61D | Fly Inn Restaurant |
| Dec 18-Sat | Madison, Wi. | KMSN | Jet Room |



Carl

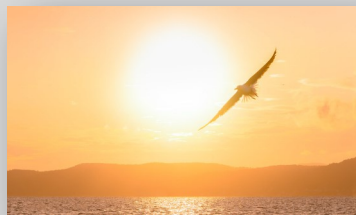
1957

**Geiger**

2021

It is with a heavy heart to have heard we lost one of our Chapter Members.

Carl Geiger passed away suddenly on January 20th. No one knew he was not well since Carl was always a quite man. Carl was a long time member and volunteer at our Chapter. He attended the work week programs in Oshkosh when the chapter sponsored them, helped out young eagles events, volunteered at our pancake breakfasts, helped restore the Chapters Taylor Craft at Kresmerry's shop in Elgin. (I first noticed Carl when he volunteered to smooth out the dents in the cowling. He went out to his truck brought back a tool bag and proceeded to correct, expertly I may add, the shape of the metal cowling). Carl had a plane at his house to build, however, his carpentry work often took up most of his time. We had agreed to go on a pheasant hunt, but again his job demands made that unworkable. We will miss Carl, his smile, gentle demeanor and soft spoken manner. See you in that big airport in the sky. Rest in peace my good man.



- ♦ **PADS** of Elgin is looking for someone to provide an hour long flight to be auctioned off at their April fund raising meeting. Flight to be given at pilots time and discretion. All proceeds to go to the homeless shelters in the Elgin area. Contact Doug Kramp, 847/741-4903 or dksnark2@yahoo.com if your interested in donating your time and helping the homeless.
- ♦ Walter Kocur would like to give his 12 year old son Maxsym a **plane ride** on his birthday in March. If interested contact Walter at 312/804-9124 or walter.kocur@gmail.com

"I fly because it releases my mind from the tyranny of petty things". Antoine de Saint-Exupery

Yes its Dues renewal Time.

Dues can be paid by Check or on line via PayPal on Website "chapters.eaa.org/ea790"

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 _____ \$0 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 685, Crystal Lake, IL 60039-0685

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