



**EAA Chapter 790**

**Lake in the Hills, IL**

**790.eeachapter.org**

The **March Chapter Meeting** was held as a hybrid with remote attendees participating via Zoom. Paul Ranieri, our Pancake Breakfast Chairman, gave a presentation on the new hanger changes at the airport and its impact on the Pancake Breakfast.

Matt handed out the 2020 EAA Chapter Service Awards to those present; Paul, Ron and Tom

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## Josh Cannata

“Can I learn how to fly it, too?” That’s the question that got me started. I can’t remember if I was more than half-serious at the time, but either way I’m still at it 16 or so years later.



My story starts like many, with my dad, Jack, who dreamt of learning to fly as a kid. He never thought he could but when he grew up and had the means to learn, he took the opportunity. But it didn’t quite go as planned, with stops and starts, multiple flight schools, and multiple instructors who would leave Schaumburg to start their airline career. So he bought a plane, a ’73 Cherokee Challenger 180, thinking it would force him to finally finish learning. When he told me, that was my first question being a what-else-can-I-ask-my-parents-for teenager, “can I learn how to fly it, too?” He said sure. He also may have been less than half-serious, but to my surprise he gave me the keys to the plane not too long after.

I knew nothing about airplanes, nothing about aviation, and certainly nothing of the time and cash flying as a hobby would willingly deplete through the years. But its hard to argue the friendships, experiences, and ultimately having something to really share with my dad didn’t come with an extremely worthwhile price tag.

He still has the Cherokee and I still get to fly it as much as possible. A recent challenge and

addition has been tailwheel flying in a Legend Cub. Last year I took the plunge and bought a second-hand RV-7 empennage kit with a good set of tools to start building. Matt Van Bergen has a hangar behind the Cherokee at Schaumburg and he’s the reason I decided to get involved with the chapter. He’s been graciously helping outfit the hangar this month with benches and the build will soon be underway.

Outside of flying, I work with my father and my younger sister in a family-run wealth management office. I also enjoy frustrating myself by wrenching on another mechanical addiction – vintage motorcycles. My current oldest is a 1954 Moto Morini 175 Turismo. If you think there’s always something to address with your airplane, try the reliability of old British and Italian motorcycles! If you’re around Schaumburg let me know and I’ll show you around some of the projects.

I look forward to being involved with the chapter and hope to see you on some of our scheduled fly outs this year. If you have any suggestions please send them over!



*Josh*

## Engine Out Disaster

By Andy May

*Dates, names, and aircraft identification, have been altered to maintain anonymity.*

I was a newly certified departure controller; the year was 2004. Traffic had been building steadily since the dark day of 9/11. Departure pushes at ORD are equally as intense as arrival pushes. When everything goes smooth you can push out a lot of aircraft to Chicago Center (ZAU). Today was no exception. I had been assigned ORD South and East departure combined. It was a gorgeous VFR day, thankfully. When you get in a routine its basically three transmissions per aircraft; radar contact, climb and maintain/turn on course and contact Chicago Center. Today was no different. I had about 12 departures on my frequency, which is considered very busy.

During a break in the action AAL1234 calls in smoothly, "approach AAL1234 has shut down our number one, turning back for ORD, we need first runway available."

AAL1234 had been issued a climb and was 8 SE of ORD descending back out of 052 (5200ft). A lot of things go through your head as a controller at this moment: Yes, you heard them right, don't ask them to say again, don't ask stupid questions their busy enough with what they have going on, give only pertinent information to their request, communicate with controllers around you. These are all things that we are taught during an emergency, especially one as critical as an engine out on departure.

I replied, "Roger, we're clearing a spot for you now, runway 27L, if able fly heading 340." The pilot responded, "heading 340." I knew it was serious, very rarely do pilots come right around and land, they usually trouble shoot the issues and run checklists.

I turned around and yelled, "Emergency 8 SE AAL1234 turning back towards the field, stop departures!" The room hears it and I know my fellow controllers are making things happen behind me. During the emergency call I became fixated on AAL1234, very bad when your busy, the rest of my departures were stacking up and I started to lose the flick. I needed to clean things up quickly. Also, I needed to make a hole on the frequency for AAL1234 so he could relay info to me if needed. The frequency chatter died down and AAL1234 called, "AAL1234, we've lost our number two, trying to make MDW." Yes, that sinking feeling in the pit of your stomach is real, now he's gliding.

Now during this the supervisor on the shift had slid in behind me and was listening on the overhead counsel to help me with coordination. He heard that and immediately called MDW, "stop all your departures!" (they were departing opposite direction to the inbound gliding AAL) There was a brief argument, I heard our supervisor say, "he's 5NW landing 13C whether you like it or not, have the aircraft clear!" Supposedly MDW tower had just rolled a departure.

I started to give accurate distance calls to the aircraft to the runway threshold as well as giving out the MDW wind. Through the growing number of people behind me I heard someone say, "he's going to make the runway." I agreed, he had enough altitude, I think he's going to make the runway. Then the most beautiful thing happened, he started to climb. He was at 019 when I saw his tag indicate 020. A controller behind me said, "he's stalling!" However, his airspeed was climbing.

*(Continued on next page)*

**Engine Out Disaster** (Continued)

“Approach, we got number two started, climbing.”

There was clapping behind me and a few wet eyes.

The aircraft made a safe landing at ORD and we didn't hear anything about it for years.

Usually with emergencies we are not informed of the cause. Four years latter I was at an aviation safety conference in Atlanta.

That night in the lounge we were having drinks with pilots and controllers and I told my

story. One of the Waterski pilots said he had heard of that. He said that the number one was taken out by a Canadian goose and the second had a compressor stall. It was more than I had heard and was an interesting theory.

In light of the recent UAL B777 engine out, I reflect on my engine out scenario; the rigorous training of all of the professionals involved makes our national airspace system the safest in the world.

*-Andy May-*

### Youth and Chapter News Announcements

- ◆ The Youth Events at Oshkosh was cancelled again this year due to COVID. Megan Pranczke was enrolled the last two years and sponsored by the chapter. In Lieu of the postponement of those events, Megan has enrolled in the Sporty's On Line Ground School with the assistance of Matt VanBergen and Tom Solar. Megan's mom has purchased the E6B, Plotter and Gleim Private Pilot Exam Prep book. Her initial meeting was last week and she has been studying on line since that time.
- ◆ Mark Luchsinger passed the FAA Written Exam today.
- ◆ James Tann has volunteered to chair Youth Zoom Meetings. Any one who knows of any youngster's who wish to participate, contact Tom Solar (schedule of events will be sent out this summer)
- ◆ The Young Eagles Program is tentatively being scheduled for May, pending LITH airport COVID processes and board approval. Matt will be posting further information via emails and our website.
- ◆ The Monthly chapter BBQ's will begin in May and will be hosted by Dave Stokes with assistance from Tom Solar and volunteers.
- ◆ The Pancake breakfast hopefully will be held this summer, pending site availability and COVID parameters.

Further updates will be posted on the Chapters Web site.



**March Fly Out to Rochelle**



**THIS YEARS FLYOUT AGENDA**

*Provided by Josh Cannata and Taylor Thompson*

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





### April 27th Chapter Meeting

*Hosted by Dave Stokes*



Our speaker will be Steve McGreevy. Steve is a retired Air Traffic Controller. He and his wife, Katie, live at Poplar Grove Airport. He owns a beautiful 1952 Cessna 170B, re-engined with a Lycoming O-360 engine. Steve is a leader in the EAA Chapter 1414 project to build a Curtiss JN-4 Jenny, powered by the famous OX-5 liquid cooled V-8 engine. They are doing this construction from the ground-up, starting with original drawings. Construction is being completed after five years work. They plan first flight this summer, and to fly it to Oshkosh next year! Steve has worked on this project for several years, and will have lots of stories to tell and bring with him some very interesting video and artifacts from construction work.

*Dave Stokes*

# HAPPY EASTER



Next Months Newsletter will feature a new lightweight Electric Motor for Aviation which meets the 13 kW/kg Aviation power density verse the current 3-4 kW/kg motors

**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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