



LAKE IN THE HILLS, ILLINOIS

EAA Chapter 790

# Winds Aloft

Lake in the Hills, Illinois



790.eaachapter.org

Vol. 41, No. 8, December 2024

## From Matt Van Bergen, Chapter 790 President

As the year draws to a close, I find myself reflecting on how often we say, “Wow, I can’t believe it’s already the end of the year. Where did the time go?” I’ve certainly said that more than once recently. But in the context of Chapter 790, I also find myself asking, “Where did the last four years go?” as my time as President comes to an end.

Serving as President of Chapter 790 offered the opportunity to work with a fun and competent leadership team as well as a passionate membership. Like any role in an organization, there have been both good times and challenges. Thankfully, the challenging moments were few and far between. And when they did arise, all it took was attending a Board meeting or a member gathering to feel reinvigorated. Witnessing the passion our members have for both the chapter and aviation was a consistent source of inspiration for me. Thank you all for trusting the leadership team to guide Chapter 790 forward.



**Chestnut Mountain Ski  
Resort from above  
on 12/8/24.**

I want to take a moment to recognize the amazing team that made these past years successful and fun for me:

- **Dave Stokes**, my VP and chief cook, was always ready to step in and handle things when I was traveling.
- **Randy Sweet** brought a perfectionist’s eye to everything we did. His project management skills were invaluable.

- **Paul Ranieri** not only kept our finances in order and served as our Young Eagles coordinator but was always willing to share his past 790 experience as President that helped guide us.
- **Pat Crawford** joined the Board during my second term and led the charge on scheduling shop visits.
- **Tom LeGates** has been a pillar of the chapter for years. From his deep knowledge of organizational matters like our non-exempt status and banking to his technical expertise managing our website and IT needs, Tom has been an indispensable resource.
- **John Kinyon** took on the role of Chapter 790's newsletter editor in chief with enthusiasm and without hesitation. He had big shoes to fill, following in the footsteps of previous editors like Pete Thompson and Tom Solar. John brought a fresh approach by implementing a collaborative process using Google Docs, making it easy for everyone to contribute and shape the newsletter together.

This year, we also faced the loss of **Lon Danek**, a founding member of Chapter 790 and a seasoned contributor to the Board. Lon brought a wealth of knowledge and a confident perspective that I deeply valued. He always made time to smile and share a joke. We missed him during the latter half of this year, and his absence will continue to be felt.

As I close out the year and my role as President, I'm excited for what's next. I'm thrilled to hand things over to our new President, Mike Monreal, and his fellow Board members: Sid Levin as VP, Gregg Durbin as Secretary, Paul Ranieri as Treasurer, and Tom LeGates and Pat Crawford as Board members and last but not least John Kinyon as our newsletter editor in chief. I have no doubt this team will lead Chapter 790 into a bright future, and I look forward to supporting them as a member.

Merry Christmas, Happy New Year and Fly safe!

*Matt Van Bergen*



**Santa arriving at EAA's  
Holiday Celebration on  
12/7/24.**

## November 16 Fly-Out: Janesville (KJVL) – Mike Monreal

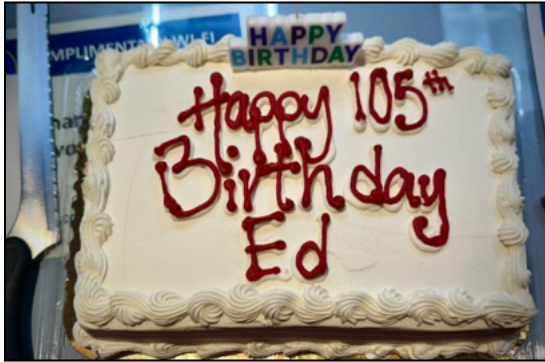


With good weather, three planes and a helicopter brought nine people to enjoy Bessie's great food.



## November 22 Meeting Recap: Ed Berthold's 105th birthday party

We welcomed our favorite WWII bomber pilot for a calorific celebration! Thanks, Ed!



# December 11 Chapter Holiday Party Recap

Special thanks to Matt and Janet Van Bergen for hosting another great party!

Photos by Hung Tran



## December 21 Fly-Out to Charlie’s Restaurant at Clow (1C5)

We’ll meet at Charlie’s Restaurant at Bolingbrook’s [Clow International Airport](#) on **Saturday, December 21 at 09:30**. Rated 4.5 stars, Charlie’s offers a wide array of fresh food – garbage skillet, biscuits and gravy, breakfast sandwich, cheese omelette, and [more](#). After breakfast, check out the [Illinois Aviation Museum](#). Watch for email from Paul Ranieri for details, and reply-all to offer or request a ride.



## Save the Date – Chapter Banquet

Our annual banquet will be the evening of **Saturday, February 22nd, 2025** at the [Cary Country Club](#). We will enjoy a cash bar, buffet, Chapter awards, and a guest speaker. Stay tuned for more!

## Chapter Survey

EAA would like all chapter members [complete this 5-minute survey](#) by Tuesday, December 31. Chapter officers will receive the results to improve the chapter experience, and EAA will get a snapshot of the type of events and programs chapter members want.

## Flown West



Long-time chapter member and occasional guest speaker Jack Kinyon slipped the surly bonds of earth on November 25, 2024 ([obituary](#)). When asked about his age, he frequently would reply “you can’t stretch a glide” – but he must have been pretty close to  $V_{BG}$  to glide for 101 years, 8 months (37,138 days)! Jack was a Loadmaster on U.S. Army Air Corps C-54s in WWII. He frequently spoke about his branch of service, the Air Transport Command, to aviation, veteran, and school groups. The ATC transported critical material, supplies, mail, and VIPs, and conducted medevac operations. Jack’s latest project was to increase public awareness of the ATC at the National Museum of the U.S. Air Force in Dayton. Tax-deductible donations may be made to The Air Force Museum Foundation, P.O. Box 1903, Wright-Patterson AFB, Ohio 45433 (memo “ATC Fund”), or [airforcemuseumfoundation.org/support](#) (tribute gift in memory of Jack Kinyon, ATC Fund). Tailwinds, Jack.

## The Life of a Tech Counselor – Mike Perkins, Tech Counselor and Flight Advisor

Even though at the time the term Technical Counselor hadn't yet been invented, Paul Poberezny was probably EAA's first. What is a Technical Counselor (TC) but a super-enthusiast who is willing to help others with construction advice over the entire project, from start to finish?

That advice doesn't come from a vacuum, however. It is based on having gained technical knowledge and experience from building and finishing at least one aircraft. Even more importantly, though, is the knowledge of general aircraft construction, some of which comes from Advisory Circular [AC 43-13](#) and the iconic publication Civil Aeronautics Manual [CAM 18](#). But it also comes from studying the mistakes of others in the form of mishap reports.

A Tech Counselor is constantly seeking new knowledge and the flow is a steady one. Every airplane within sight and every construction technique becomes yet another little piece of the aviation "Rosetta Stone." Yet it's not about aircraft per se. A Tech Counselor's biggest task is keeping aviation, and hence the people partaking of it, safe and having fun.

It is by invitation-only that a TC looks over someone's project, and it's always an enlightening experience for both parties. Paul Poberezny famously remarked over the years, "I've learned more about people through my association with aviation than I ever did about airplanes." Nothing could be truer for a Tech Counselor.

My first Tech Counselor report was tough. I was asked by the builder to inspect his sixty-percent RV-6 project. In a dimly-lit basement of an otherwise beautiful north suburban home, the builder and his friend proudly showed off wings and tail feathers. The riveting was inconsistent and every tenth or twelfth rivet was mashed. I cringed. I grabbed a flashlight to peer inside inspection holes and the ends of the wings into its innards. Rows looked like this: - - - - - \_ - - - - \_ - - - - - \_ - - . Oh, boy.

What did I know? I'd "only" built a ragwing with maybe a hundred rivets total. But, wait. Knowing a good row of rivets from a bad one is not a mystery. Besides, there are go/no-go gauges for this. Would it hold together? Sure. Maybe. Probably. There was a lot of pushback. I proceeded with trepidation. We discussed replacing the defective rivets, and there would be a bunch to replace, not all accessible, either. Using truthful and direct language, I wrote the triplicate TC inspection report and signed it. It was like handing out a traffic ticket. Usually there are three inspections, but I knew I would not be invited for the next.

Lesson learned: do the criticism verbally, which is a superior method in life anyway, and then document something like, "Discussed improving riveting techniques." Because it's about making and keeping a relationship that's long enough and strong enough to encourage, over time, proper and consistent building quality. Then again, maybe there are some projects that should bypass the flightline and go directly into a museum. However, every other project visit since has been an example of gloriously-accomplished work

because the builders have sought help before without stumbling along. In that way, the EAA's TC program has been tremendously effective.

Over my 30 years as a TC, I've gotten many excellent questions and comments like "Golly, I didn't know I needed one-and-a-half bolt threads showing," and, "Cotter pins really have to be bent like that?," or, "Show me how to make better wire crimps. I'll cut them off and redo them all."

So much can be learned from the unfortunate mistakes of others that a good TC also reviews accident reports, e.g., remembering to tighten assembly-tight bolts and keeping debris out of fuel lines. Although the builder is ultimately responsible for the aircraft, when something happens, a TC feels some responsibility. Once on my watch, a difficult-to-inspect pitch trim system nut was not cotter-pinned. The aircraft was flown this way until one day, within the first ten flying-hours, the unsecured bolt let loose, resulting in extreme pitch oscillations until the airspeed could be reduced by the pilot/builder. Although two other TCs also inspected this aircraft, we all felt like we could have done a much better job. And not pushing a ladder up to the tail with a mirror and flashlight in hand was not an excuse. Big lesson. Checklists aren't just for the cockpit.

A good TC is also a story-teller. We tell tales of early fuel system failures that drove up experimental/amateur-built (E/A-B) accident rates to the point that the EAA and FAA now require thorough ground-testing. And we tell stories about missing pitch-trim cotter pins.

A Tech Counselor quickly learns that any praise directed to the builder is just a very thin layer of icing on the cake. The real satisfaction comes from knowing the airplane's innards are just as pretty as the outside. During the construction of my Kitfox, a fellow told me that good work shouldn't be covered up and suggested that instead of fabric and paint, I cover the airplane with something clear. Yes, builders always cover up their best work: pretty wiring harnesses, brass nails in varnished ribs, and golden anodized spars with fresh, unscratched bolts. All gone... disappeared. The public sees a paint job. But a TC is privileged to share with the builder its inner beauty. However, some of the best sharing in the life of a TC is not in a private setting.

Informational presentations to EAA chapters are also another valuable TC activity. Some of mine include topics like Building Better Fuel Systems, Firewall Options, Hydroplaning, Active Flow Control, and Fly-by-Wire Systems. Just prepping presentations helps me stay fresh. My repertoire also includes the occasional safety presentation. The most-telling safety presentation centered on the Galloping Ghost accident at Reno, how accidents are usually comprised of a chain consisting of two things: 1) overlooking multiple adverse signals, and 2) not adhering to accepted practices and standards.

It is after presentations, however, where the magic begins: the spark when a relationship between builder and Tech Counselor begins to form. Without a doubt, the best part of being a Tech Counselor is the development of long-term relationships with the finest of people. The second is knowing that our joint effort is helping aviation become a more fun, safer sport.





**Left: Tech Counselors also have Tech Counselors. Here (L-R), Paul Ranieri and Ole Sindberg visit the author's Tango II project to provide an inspection of his work at about the 25% stage.**



**Above right: A chapter project visit is not quite the same as a Tech Counselor visit, but the treats can certainly be an inducement as evidenced here during the open house for John Grosse's very fine Glasair project. Later on, Ole Sindberg and the author acted as TCs for this amazing aircraft.**



**There's an old adage in manufacturing that you can't inspect-in quality. Nothing could be more true of fiberglass aircraft. While the riveted assembly in the left photo clearly contains bad rivets, the structural "glassment" on the right showing a similar structural function as the riveted assembly is impossible to visually inspect. Thus, the glassing process has to be close to perfect every time. If in question, the glass must be entirely removed by grinding and sanding, and then re-glassed.**

Editor's note: Chapter 790 has three experienced Tech Counselors (see last page). [Learn more](#) about the EAA Technical Counselor program.



## Chapter 790 Calendar

Sat, Dec 21	09:30	Breakfast fly-out to Charlie's at Clow (1C5)	Watch for email from Paul Ranieri
Sat, Jan 18	09:00	Breakfast fly-out	Watch for email from Paul Ranieri
Tue Jan 28	18:45-21:00	Chapter meeting, 3CK mgr. Lou Zaragoza	3CK LITH Airport, office
Tue, Feb 4	18:30	Board meeting	3CK LITH Airport, office
Sat, Feb 15	09:00	Breakfast fly-out	Watch for email from Paul Ranieri
Sat, Feb 22	Evening	Banquet at Cary Country Club	Watch for email from Mike Monreal
Sat, Mar 15	09:00	Breakfast fly-out	Watch for email from Paul Ranieri
Tue, Mar 25	18:45-21:00	Chapter meeting	3CK LITH Airport, office
Sat, Apr 19	09:00	Breakfast fly-out	Watch for email from Paul Ranieri
Tue, Apr 22	18:45-21:00	Chapter meeting	3CK LITH Airport, office
Sat, May 3		Young Eagles rally	Watch for email from Paul Ranieri
Sat, May 17	09:00	Breakfast fly-out	Watch for email from Paul Ranieri
Sat, May 17	All day	Chicago Area 99s' Aviation Day for Girls	3CK (more: <a href="http://chicagoarea99s.org">chicagoarea99s.org</a> )
Tue, May 28	18:00-21:00	Chapter BBQ and meeting	3CK LITH Airport, Hangar P60

**EAA's calendar of events** is at [eaa.org/eaa/events](http://eaa.org/eaa/events). You can search by event categories and the distance from a location, a state, or a date range. Events you add to your itinerary are at [eaa.org/eaa/myitinerary](http://eaa.org/eaa/myitinerary).

**Chapter 790 meetings** are held the fourth Tuesday of every month. The meetings are generally held at the Lake in the Hills Airport Office lounge at 6:45 pm. From May until October, the meetings begin with a cookout at 6:00 pm in hangar P-60. Matt will keep everyone posted via email of exact times, location, guest speakers, etc.

**Fly-outs** are a great way to enjoy a Saturday morning and some camaraderie. They are held the third Saturday of the month, usually at 9am. If the weather isn't satisfactory, it will be rescheduled to the following Saturday. Paul Ranieri will keep everyone posted as to the destination and time via email. If you are interested in going and need a seat, you can respond to Paul's group email prior to the upcoming fly-out.

**Young Eagle events** begin in May and run through October. They are held the first Saturday of the month at either Schaumburg Airport or Lake in the Hills Airport. There is no better way for kids to get some flying experience. Before each event, chapter members will receive an email outlining the various volunteer opportunities. These consist of the registration area for kids and their parents, being on the ramp to park airplanes, and flying the kids of course!

## Chapter 790 Contacts

### BOARD MEMBERS

President	Matt Van Bergen	847-561-0520	<a href="mailto:mvanbergen@gmail.com">mvanbergen@gmail.com</a>
Vice President	Dave Stokes	224-567-2135	<a href="mailto:davidjanet@comcast.net">davidjanet@comcast.net</a>
Treasurer	Paul Ranieri	847-997-0135	<a href="mailto:p.ranieri@comcast.net">p.ranieri@comcast.net</a>
Secretary	Randy Sweet	847-846-3648	<a href="mailto:randylsweet@gmail.com">randylsweet@gmail.com</a>
Director	Pat Crawford	847-370-8179	<a href="mailto:patc@elginmedi.com">patc@elginmedi.com</a>
Director	Tom LeGates	847-462-1791	<a href="mailto:tlegates@comcast.net">tlegates@comcast.net</a>

### STAFF

Fly-Outs	Paul Ranieri	847-997-0135	<a href="mailto:p.ranieri@comcast.net">p.ranieri@comcast.net</a>
IMC Club	Matt Van Bergen	847-561-0520	<a href="mailto:mvanbergen@gmail.com">mvanbergen@gmail.com</a>
Newsletter	John Kinyon	847-815-0582	<a href="mailto:jjk2005@gmail.com">jjk2005@gmail.com</a>
Shop Visits	Pat Crawford	847-370-8179	<a href="mailto:patc@elginmedi.com">patc@elginmedi.com</a>
Website	Tom LeGates	847-462-1791	<a href="mailto:tlegates@comcast.net">tlegates@comcast.net</a>
Young Eagles	Paul Ranieri	847-561-0520	<a href="mailto:p.ranieri@comcast.net">p.ranieri@comcast.net</a>
Youth in Aviation	<i>volunteer needed</i>		

### TECHNICAL COUNSELORS AND FLIGHT ADVISORS

Ron Liebmann	847-997-0801
Mike Perkins	217-725-0628
Ole Sindberg	847-826-1935

**Chapter 790 members** are a group of aviation enthusiasts, aircraft builders, and pilots who get together with like minded people to share ideas, exchange information, encourage safety, serve the local aviation community and have a lot of fun doing so. Whether you fly, build, restore or simply enjoy airplanes and aviation, you are welcome to attend our events and join our Chapter. Recent newsletters: [chapters.eaa.org/ea790/newsletters](http://chapters.eaa.org/ea790/newsletters).