



LAKE IN THE HILLS, ILLINOIS

Winds Aloft



EAA Chapter 790

Lake in the Hills, Illinois

790.eaachapter.org

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From Mike Monreal, Chapter 790 President

EAA Chapter Leadership Academy

Sid and I were going to fly my airplane up to OSH, but it is currently down for an engine overhaul, so we drove together on Friday evening, January 24th. We arrived at 4:00 p.m. and checked into the Air Academy Lodge before heading to social hour at 5:00 p.m. to visit with other chapter members from different areas. Dinner at 6:00 p.m. was followed by a tour of the Sonex Aircraft facility which was very interesting.



Sonex factory tour



Sid enjoying the tour

Saturday morning there was breakfast at the Air Academy Lodge. Folks stayed at the Lodge and two other buildings. After breakfast, from 8:00 a.m. to noon was the chapter leadership academy morning session, followed by a hot turkey and ham sandwich lunch. We then gathered for a photo in the EAA Aviation Museum.



It's easy to find Mike in his yellow Cub hat, but where's Sid? 🤔

Saturday afternoon from 1:00-5:00 p.m. was the next Air Academy session, followed by social hour at the Air Academy Lodge and dinner at 6:00 p.m. Then, after a long day, we toured the EAA Aviation Museum at 7:00 p.m. No one has to go, but I strongly suggest it if the opportunity comes next time because we had the place to ourselves and we were able to go and see things the general public aren't allowed to (e.g., I was able to climb into the Paul Poberezny P-51.



Mike & Sid



Mike dwarfed by P-51

Sunday morning we had a continental breakfast at 7:00 a.m. and started the morning session at 8:00 a.m. They had boxed lunches available to take onto the road or eat with the group. I wanted to get home for the NFL football play-offs, so Sid and I decided to get on the road at noon.

It was an action-packed weekend with a lot of information put out. I strongly advise everyone to attend, even if you're not into any officer or leadership positions. The Leadership Academy has a great staff and treats members very well. I most definitely will be going again!

I met one individual, Nick, who has attended 9 times. I thought I knew him from somewhere, but could not figure it out, nor could he. The last day we were talking about going to Oshkosh to meet and have a beer. It turns out that his chapter volunteers at the emergency aircraft repair barn. My son and daughter flew our Cub up to AirVenture this past year and he found that the spinner was loose while cleaning the prop. It had to be drilled out and a new screw and nut plate had to be installed, and Nick worked on the Cub with me. That's how we had met.



Looks like a duck...

Gregg, our 790 Secretary, is planning to go to the next [Leadership Academy](#). I encourage you to join him in Oshkosh April 12-13. Begin planning now, and bring your vitamins, as there are some long days.

Leadership opportunities!

The new Board is off to a great start, and we continue to have many volunteers leading or contributing to our programs. We are looking for a few more volunteers so we can expand:

- Youth in Aviation – engage and encourage young people to be interested and involved in aviation
- Safety Officer – ensure safety at Young Eagles events, promote safety awareness
- Social Media – use social media to engage more (and younger) people
- Webmaster – manage website and payment processing
- Director/Board member at large – help steer the airship

Volunteers make our Chapter fly! Please [contact me](#) to get involved. Thanks!

Mike

January 18 Fly-Out Recap: Bessie's Restaurant, Janesville (KJVL)

With north winds gusting to 26 knots, and 5°F wind chill, everyone respected their personal minimums. We went missed and are holding until cleared for the approach again in February (details below).

January 28 Chapter Gathering Recap

We met the new Board (Officers and Directors). President Mike talked briefly about his vision for the future.

Our guest speaker, new 3CK airport manager Lou Zaragoza, discussed airport development plans, the Village's Transportation Improvement Plan, aircraft parking expansion near the fuel farm, fuel truck replacements, and facility improvements. Technology changes for 2025 include:

- New cameras with views of the runways and visual reference notes. For example, views of [Houston County Airport](#), MN (KCHU) and other airports are on weathercams.faa.gov.
- A new CTAF frequency with less congestion.
- A new [AWOS III P/T](#) weather station, scheduled to go online in August. The system will report wind speed and gusts, wind direction and variable wind direction, temperature and dew point, altimeter setting and density altitude, visibility and variable visibility, sky condition, cloud ceiling, liquid precipitation accumulation, precipitation type identification, and thunderstorm detection (via cloud-to-ground lightning). The AWOS will have its own radio frequency. Current conditions will be available by phone, and data will be accessible via Internet.

Attendees provided input and spirited advice on fuel prices. Lou welcomes your feedback (lzaragoza@lith.org, 815-479-7960, ext. 2) and encourages you to [register to receive 3CK Airport News](#). More at lith.org/airport.



Special thanks to Lon Danek's family for offering aviation-related parts, manuals, books, and other items to the Chapter. Quite a few items were snapped up and the remaining items will be available at the next few gatherings.



Airport Manager Lou Zaragoza discussing plans

February 15 Fly-Out to Janesville (KJVL)



Assuming weather is above minimums, we'll meet at **Bessie's Diner** (bessiesdiner.com) in the Janesville airport terminal on Saturday, February 15 at 09:30. If unable, go missed and await instructions by email from Paul Ranieri. Please reply-all to Paul to say you are going, or to offer or request a ride.

February 22 Chapter Banquet With Captain Savino

Our annual banquet will be at 18:00 on Saturday, February 22nd at the [Cary Country Club](#). Members and guests who signed up before the February 7th deadline will enjoy a cash bar, dinner, and Chapter awards, followed by a presentation on the Tenerife 747 disaster by our special guest speaker Captain Laura Savino.



Laura was a pilot on the B777, B767, B757, B747, B737, A319 and A320 with United Airlines. She flew for Eastern and Pan Am regionals before that. On her way to becoming a commercial airline pilot, she worked as an instrument flight instructor, charter pilot, freight pilot, aerial sightseeing tour pilot, ferry pilot, and aircraft repossessor. Laura is also an award-winning author and Chairman for the Old Dominion chapter of the Ninety-Nines International Organization of Women Pilots. She is an active member of the International Society of Women Airline Pilots (ISA+21), Women in Aviation International (WAI), and EAA. Laura is a mentor and international motivational speaker, and has presented at AirVenture. Visit laurasavino747.com.

18:00: Socializing (cash bar)

19:00: Dinner (see your PayPal receipt for a reminder of which entree you ordered)

19:45: Awards ceremony

20:00: Captain Savino's presentation

NOTAM: Cary Country Club (CCC) has a right-hand circling approach so, even while driving VFR, you are cleared to **follow the magenta line** to [2400 Grove Lane](#).

Renew or Join 790

Renewal is \$25 at chapters.eaa.org/ea790/join-our-chapter. New members are only \$10, and membership is free for those under 18 and students under 23. Use PayPal or a credit/debit card. If your PayPal account does not contain your name, please include it in the message box. You may use the Notes section to provide or update your personal information. Contact Paul Ranieri (p.ranieri comcast.net or 847-997-0135) with questions.

March 5 Deadline To Sign Up For AirVenture Pancake Breakfast – Greg Dubin

It's dark, cold and thoughts of spring are in the air, but it's never too early to start talking about AirVenture, airplanes, friends, warm weather, etc.

We're looking for members in our chapter to help volunteer to work the pancake breakfast on any of the mornings from Monday, July 21st, through Saturday, July 26th. The hours are approximately 05:30 - 11:00.

It's a lottery system of all the chapters that apply and have enough volunteers. If we are chosen as the chapter to work the pancake breakfast, we could get up to \$4000 for our chapter. In order to apply, we need 20 people each day. We have 7 so far for Thursday, July 24th and Friday July 25th. If we can get 10 volunteers and win the lottery we can combine with another chapter and split the proceeds.

If you are interested in volunteering please send an email to eaachapter790@gmail.com. Feel free to pass the word along to anyone who would like to assist with this event. Please respond no later than March 5th. Details will be forthcoming after that date.

Achieving My Pilot's License – Megan Pranczke

On January 15th 2025, I received my pilot's license and all of my hard work had finally paid off. However, getting there was much easier said than done. I began my flight training in the early fall of 2022 and just a few weeks after I began I got badly injured at work and needed 2 separate parts of my shoulder operated on. It was a heartbreaking experience and even the surgeon himself who was a former jet fighter pilot said he was not sure I would ever be able to fly again.

Megan soloed September 14, 2023



Months later, I went in to get my surgery done. I had my rotator cuff and my bicep both done at the same time in my left shoulder. Before and after the operation I had many complications. The nurse accidentally put the nerve block in my neck instead of my shoulder so I couldn't hold my head up for a few days and my shoulder was in excruciating pain. I had a bad reaction to the anesthesia and when I woke up I immediately was sick and really disoriented. I began physical therapy one day post operation because I was extremely motivated to get back into pilot school as soon as possible. As my recovery continued, I was still sick every single day from the medication I was prescribed. Since I was so sick and could hardly even keep food down, by 2 months post operation I had lost 40 pounds. Now even though that sounds like most young girls' dream, it was not for me since the way I had lost the weight was so tragic and horrific.

Even though I lost nearly a year of flight training due to my shoulder surgery, I am nothing if not resilient. I picked back up flight training before I was officially declared healed. Thus for about 6 months of my flight training post operation I was starting over relearning how to fly and work out the new struggles with flying due to my newly weakened shoulder. My schedule at this time was school every weekday, then flight school after school and physical therapy afterwards. I was also in an early enrollment program at this time and was part time in college. I was busy and oftentimes even felt overwhelmed and frustrated with my circumstances. To this day I still have daily struggles with my shoulder and realistically it will never be the same. Luckily I was able to learn new ways to use my shoulder that worked with piloting and the trim became my best friend, so it gets easier as time goes on.

2024 was supposed to be my year to get my pilot's license. I mean it sounds like everything is settled now, right? In 2024 I would estimate that I scheduled my checkride probably about 6 or 7 different times. Unfortunately 2024 held me back not for physical reasons but more so for mental reasons, since there were many hardships in my family. There were multiple deaths and other issues in my family which caused many changes in the family dynamic. However, the extenuating circumstances had proved harder for me than I had thought it would be and also put me in a position where I felt I needed to step up a lot at home and take care of my younger brother. I felt an overwhelming sense of responsibility to shield my younger brother from this, so I began doing things that otherwise parents would normally do. I started doing grocery shopping, meal planning, making dinners, and even often picking up basic needs for my brother such as hygiene products, school supplies and more. I continue to do things like this, and wouldn't change anything since I love my brother more than anything, however last year it really did put a new kind of stress on me that I had never experienced before. Balancing my home life, work, college, and flight school started to feel impossible. Sometimes unfortunately I just wasn't mentally in the game because there were so many other things going on. Eventually even though I was often exhausted I passed my written test in June 2024.

By this time though, I would say for the whole summer, I had developed a little bit of a hatred for flying. Which is crazy since it was the one thing I loved the most. I believe by this time I was just so drained and honestly I didn't even feel like myself. I scheduled my checkride for July but I seriously considered quitting piloting at the time. It was just too much. I had worked so hard through everything no matter what, spent thousands of my and my parents' money to get this since I exceeded the Ray Aviation Scholarship money, and for what? I wasn't getting results or really making progress even though I was still attending my lessons regularly.

My mom decided that she really wanted us to go on vacation, and I was hesitant since not many people in piloting really recommend that. I ended up going on vacation over the summer with my mom, brother, and boyfriend. We went to Ireland and England to see our relatives that we haven't gotten to see since my grandparents passed away. It was an amazing experience and I came back as a new person. Something finally snapped back into place for me and I was able to just keep my head down and get to work. I think I just needed a break to let myself breathe and destress a little in order to really be back in the game. There were more than a few weather and life complications, but that's the life of a pilot!

That's actually how I know that I am a good pilot, because although I know there are some people who can go with no breaks and work through hardships, I know myself well enough now to know that I do need the occasional break in order to be successful and work through external pressures. And that's okay and I am very proud of myself and the pilot I have grown to be.

Now, I have plans to take some family members and my boyfriend up when the weather breaks, and I could not be more excited! I am in the process of planning what my next steps look like for my IFR certification with my CFI, and am hopeful that this certification will be much quicker. Regardless, I know that my resilience and grit are strong and that whatever gets thrown at me I can handle.



Scanning for traffic

Congrats to the newly certificated private pilot!



Chapter 790 Calendar

Sat, Feb 15	09:00	Breakfast fly-out	Watch for emails
Sat, Feb 22	18:00-21:30	Banquet at Cary Country Club	Watch for emails
Sat, Mar 15	09:00	Breakfast fly-out	Watch for emails
Tue, Mar 25	18:45-21:00	Chapter gathering	3CK airport office
Sat, Apr 19	09:00	Breakfast fly-out	Watch for emails
Tue, Apr 22	18:45-21:00	Chapter gathering	3CK airport office
Sat, May 3	morning	Young Eagles at 3CK Lake in the Hills	Watch for emails
Sat, May 17	09:00	Breakfast fly-out	Watch for emails
Sat, May 17	All day	Chicago Area 99s' Aviation Day for Girls	3CK (more: chicagoarea99s.org)
Tue, May 27	18:00-21:00	Chapter gathering and BBQ	3CK hangar P60
Sat, Jun 7	morning	Young Eagles at 06C Schaumburg	Watch for emails
Sat, Jun 21	09:00	Breakfast fly-out	Watch for emails
Tue, Jun 24	18:00-21:00	Chapter gathering and BBQ	3CK hangar P60
Mon, Jul 21 - Sun Jul 27		AirVenture 2025 "Endless Possibilities"	(no Chapter events in July)

EAA's calendar of events is at 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.

Chapter 790 gatherings are held the fourth Tuesday of every month. The gatherings are generally held at the Lake in the Hills Airport Office at 18:45. From May until October, the gatherings begin with a cookout at 18:00 in hangar P-60. Mike will keep everyone posted via email of exact times, location, guest speakers, etc. The Board meets the 2nd half of each month. Contact Mike Monreal if you have business for the Board.

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 09:00. 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 going, have an extra seat, or are interested in going and need a seat, please respond to Paul's group email.

Young Eagle events are held the first Saturday of May, June, August, and October 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!



Volunteers Make Our Chapter Fly!

BOARD MEMBERS

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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.