



LAKE IN THE HILLS, ILLINOIS

EAA Chapter 790

Winds Aloft

Lake in the Hills, Illinois



790.eaachapter.org

Vol. 41, No. 6, October 2024

From Matt Van Bergen, Chapter 790 President

I want to extend a big thank you to Gregg Dubin for stepping up and presenting at last month's member meeting. Unfortunately, I was not able to make the meeting and therefore missed his presentation but heard great things about it. Thank you Gregg for writing such a great recap in this newsletter!

As you all know, our chapter elections will be held at our November member meeting. This year is important as all of the current officers are finishing up their two term commitments. So far, here is how we are looking with the candidates:

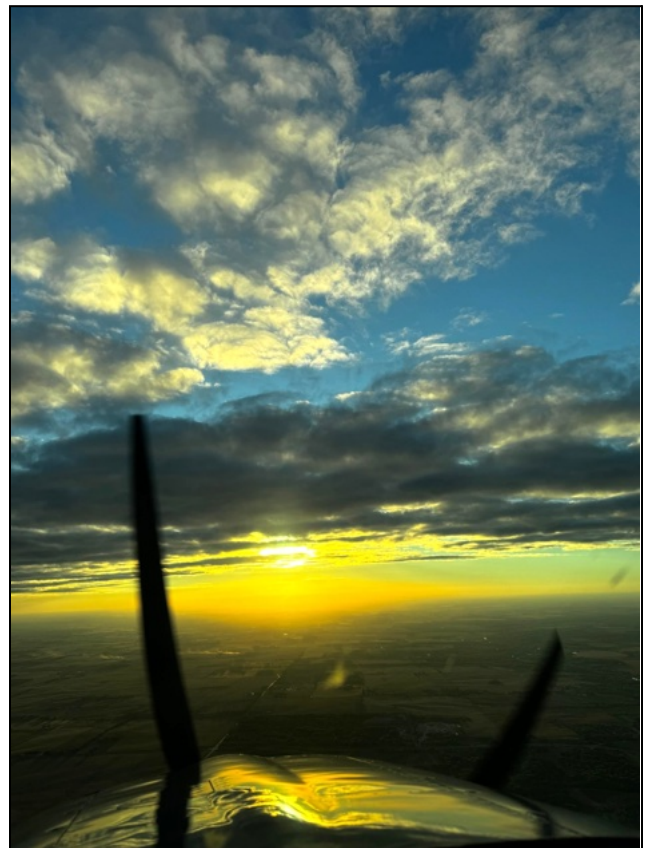
- President - Michael Monreal
- Vice President - *no volunteers yet*
- Secretary - Gregg Dubin
- Treasurer - *no volunteers yet*

Thank you Mike and Gregg for stepping up and putting your hats in the ring for President and Secretary respectively.

For everyone else, please do consider volunteering for either the VP or Treasurer positions. With Mike as our Captain and Gregg as the Secretary, it will no doubt be a fun group to work with!

I hope to see you all at our October member meeting. We have a special guest from AOPA who will be offering a overview of the medical choices pilots have and then opening the floor up to questions from our membership.

Lastly, checkout this picture I took a couple weeks ago while flying towards the setting sun.



September 21 Fly-Out Recap: Rochelle – Matt Van Bergen

Thirteen people flew to Koritz Field (KRPJ) for lunch at the Flight Deck restaurant. Great turnout!



September 24 Meeting Recap: Airline Dispatch – Gregg Dubin

On September 24, Gregg Dubin, a Flight Dispatch instructor for United Airlines, presented an introduction to the world of Flight Dispatch. In case you missed the presentation, here is a quick summary:

- Per FAA Code of Federal Regulations (CFR 121.533 & 121.593), every commercial airline in the United States is required to have flight dispatchers, which share **joint operational control** with the pilot in command (captain) of the aircraft.
- Flight Dispatchers are licensed airmen, and have the equivalent ATP (Airline Transport) rating as a commercial pilot. Flight Dispatchers ensure a safe, legal, and efficient flight is executed each and every flight.

- Flight Dispatchers typically work in an airline's operational control center (at their hub):
 - United Airlines - Arlington Heights, IL
 - Delta Air Lines - Atlanta, GA
 - American Airlines - Fort Worth, TX
 - Southwest Airlines - Dallas, TX

- Dispatchers
 - Sit next to other dispatchers
 - Communicate directly with operations managers who make the day to day decisions as to which flights may operate on time, delay or cancel
 - Typically work 8 hour shifts, but no more than 10 hour shifts, with a minimum 8 hours off in between shifts

- Day in the life of a Flight Dispatcher
 - Dispatchers are the “pilots” on the ground
 - They flight plan 25-30 flights in a 8 hour period
 - Fuel planning in accordance with FARs, and balancing that with company policy
 - Ensure aircraft don't have any significant maintenance issues, or work with Operations to fix or swap airplanes
 - Plan to avoid hazardous weather (thunderstorms, hurricanes, winter weather, etc.)
 - Monitor up to 15 airborne flights at any given point
 - Update flight crews on hazardous weather, ATC delays, or anything else deemed necessary for safety of flight
 - Work with flight crews with inflight emergencies (maintenance, medical, etc.)

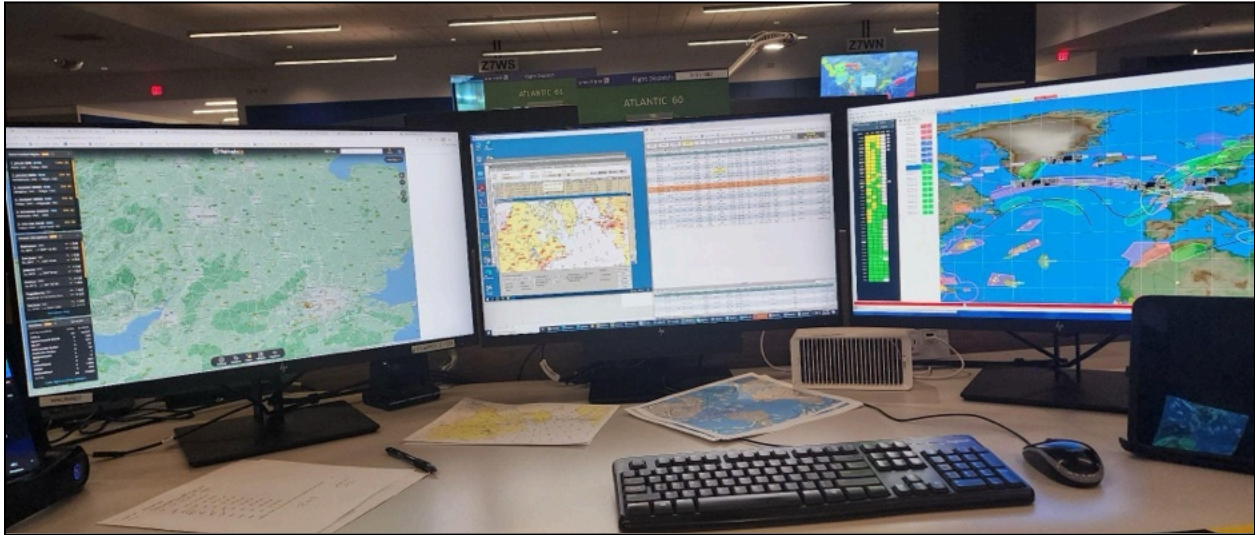
- To become certificated as a Flight Dispatcher, one must complete the following
 - Attend an FAA approved Dispatch school of at least 200 classroom hours
 - Pass the written FAA Airline Dispatcher exam (ATP equivalent)
 - Pass an FAA oral and practical exam

To view the entire presentation (57 slides):

- On computers, [click here](#), select View → Presentation, then use the cursor keys to build and advance the slides. Use the escape key to exit.
- On tablets and smartphones, [click here](#) to view a PDF version.



If anyone would like more information about how to become a Flight Dispatcher or has any general questions, please contact Gregg Dubin at wxfan1978@gmail.com or text 847-293-0395.



**A typical dispatch desk (although it could vary airline to airline).
Three (or four) screens using the different tools.**



**A typical dispatch floor in an airline's operational control center.
It takes a village to run an airline and everyone needs to work together.**

October 5 Young Eagles Rally



Our last Young Eagles rally for 2024, scheduled for October 5th, was canceled because of unfavorable winds. Thanks to all the volunteer pilots, rampies, and ground personnel who generated enthusiasm for aviation in kids this year! **The next rally will be on May 3, 2025.** Learn how to participate at eaa.org/eaa/youth/free-ye-flights.

October 19 Fly-Out to Palmyra (88C)

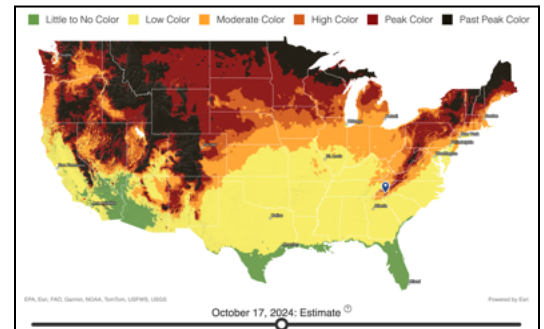
Land on the wide turf runway, find a place to park, and follow the walking path shown in red below. **We'll meet at the [Edge of Town Cafe](#) on Saturday, October 19 at 09:00.** The cafe is highly-rated for American-style food and homemade pies. Watch for email from Paul Ranieri for details, and reply to offer or request a ride.



Autumn Colors


It's a great time to see fall colors by air!

- [Illinois](#), [Indiana](#), [Iowa](#), [Michigan](#), [Minnesota](#), [Wisconsin](#)
- The image at right is courtesy of [Explore Fall](#)



October 22 Chapter Meeting: Medical Discussion – Matt Van Bergen

First, a quick reminder that we are back at the airport office again for our member meetings. I want to share a big thank you to Michael Monreal and Ted Lipinski for letting us have our summer meetings in their hangar.

	<p>Cade Halle <i>Manager, Flying Clubs Initiative, AOPA</i></p>
<p>Cade is the manager of the AOPA Flying Clubs Initiative, which helps start and grow flying clubs, nationwide. Cade is a formation qualified, AOPA staff pilot as well as a FAASTeam representative.</p>	

Cade Halle of AOPA will be our “virtual” guest speaker this month. Cade is the Manager of AOPA’s Flying Clubs, but also is a subject matter expert in all things aviation medical. We asked AOPA to provide a speaker that could really get into the weeds on the many different avenues one could take with their medical including potential pitfalls, etc. Cade is going to open the presentation up with a few slides and then just take questions from the crowd. Join us on **Tuesday, October 22 at 3CK LITH Airport, airport office**. We will get started at 18:45. See you there!

Contacting Chicago Approach on the Ground – John Kinyon & Ryan Jaros

If you’re on the ground at Lake in the Hills (3CK) and want to get a clearance by radio, you probably can’t reach ATC on 120.55 MHz. The transmitter, located at Waukegan National (UGN), is just too far away. An unpublished alternative, 120.25, is assigned as a backup/geographical radio coverage frequency to the area served by 120.55. The Hampshire Remote Communications Outlet (RCO) primarily serves the private instrument approach procedures (IAPs) for The Landings (82IS) and Casa de Aero (68IS), and it usually works for aircraft at very low altitudes in the area due west of O’Hare. This includes near Schaumburg (06C) and Lake in the Hills (3CK). Coverage also includes western Kane County, McHenry County, and eastern DeKalb County. In the air, a controller would really be the only one to initiate the "change to my frequency..." if they sensed things were getting a little sketchy with coverage on the published frequency.

Chicago TRACON controller Ryan Jaros suggests these frequencies to reach them while on the ground at uncontrolled fields or during control tower closure hours:

- Aurora (ARR) = 121.7
- Casa de Aero (68IS), Lake in the Hills (3CK), Landings (82IS) = 120.25
- Chicago Executive (PWK) = 124.7
- Gary (GYY), and most of the time at Lansing (IGQ) and Griffith/Merrillville (05C) = 133.1
- Waukegan (UGN) = 120.55
- 10C/1C5/C09/C81/DKB/JOT/LL10/LL22/LOT = no RCO coverage – call the Chicago TRACON flight data desk at 847-289-0926 or 847-289-1326.

Loss of N1249D, 1951 CESSNA 170A – Dave Stokes

She Was a Fine Airplane!

Wednesday morning, 9-11-2024 was a great day for flying – virtually cloudless sunshine, light breeze, and a fabulous day to fly to Elizabethtown, KY for this year’s Cessna 170 Convention. My planned course was from our airport, the Landings Condominiums, 82IS, southward to JOT VORTAC, and then nearly directly to Elizabethtown, KEKX, about 2+48 enroute, flying at 3,500’ MSL.

It was a nice flight, great visibility, no turbulence, and a real nice ride. It was a warm day, and as such, I kept an eye on the oil temperature, which peaked out at about 215 degrees. Oil pressure was nearly 50 PSI, a smooth ride on a nice day.



[View news story](#)

I was checking some of the major milestones and landmarks shown on the sectional, when Bang! a loud noise from the engine, followed by a similar report every rotation of the engine – a loud hammering that was scary. I suspected a broken connecting rod, which later proved to be the case. I immediately checked the pertinent engine gauges: oil temperature was about 220 degrees, oil pressure dropping through 35 PSI.

The engine was raining oil on the windscreen. I decided I needed to quickly get the airplane to an emergency landing, and started a rapid descent, and began scanning around for a place to put the bird down. I could still see through the oily windscreen and descended into a “downwind” leg to the east near a farmhouse. I saw a short flat place, like a farm lane, just east of a cornfield. I tried for this entry into the cornfield, but I had too much energy to make it, overshooting the farm lane. I set full flaps, made a sharp descending turn to “final”, aligning with the east/west corn rows.

I held the airplane off the tops of the corn as long as I could, while the airspeed bled off. I made a very good landing, under the circumstances. When the airplane finally settled into the corn, the controlled flight ended. The airplane violently flipped forward. It was very rough. The nose slammed down hard, and the airplane did a hard forward flip onto its back. The airplane finally slid to a stop, straight ahead, with its empennage facing west. The corn disappeared, as I had slid onto the eastern edge of another farmer’s soybean field.

When the airplane stopped moving, I said to myself, “I’m alive, I’m alive!” and I thanked God for that. Realizing that fire could happen, I tried to get oriented, and get out and away from airplane, ASAP. I fumbled for the latch on my lap belt, pulled it, expecting, like it always does, that the tension would be eased, and I would slide out of the seat, before opening the door and getting out. What really happened was, when I pulled the belt latch, I fell to the ceiling of the pilot’s area with a thump, balled up on the ceiling with a hit to the top of my head. I straightened out, opened the pilot’s door, and crawled out of the airplane unto the bottom of the left wing, as quickly as I could. I ran away from the airplane quickly, and looked briefly back at the wrecked airplane.



After this reasonably logical exit from my airplane, I did a dumb thing, and ran into the corn to the east, the direction from whence I came. I could not see a thing regarding my movements, with the tall corn in every direction! I turned 90 degrees to the right, and moved a few rows, stopped, and called my wife on my cell phone. I told her I was going to be alright, but I could not see much in the corn. She reminded me to call 9-1-1. I did so, and talked with the 9-1-1 operator, while walking toward a thinning spot in the corn to the south. There was a short tree line to my west, and I walked out onto a country road to the south. The 9-1-1 operator said “we’ve tracked you – stand in the road; help is on the way.” Shortly, I saw the first responders’ vehicles coming, with the emergency lights and siren! I called my wife back and told her I had been rescued from the cornfield.

I looked around as the emergency vehicles came to a stop. I could see my airplane on its back in the beanfield, about 50-75 yards to the north. I had some cuts and abrasions, but told the men I was not hurt seriously. After a bit, they offered to call an ambulance, which I felt I did not need. The sheriff of Parke County then arrived. He called the FAA in Indianapolis, about 60 miles east of there. We waited for the FAA guy, together in his cruiser. I made several trips to my airplane, retrieving my luggage and my things. I think the last thing was a missing hearing aid. I also spoke with the corn farmer and the bean farmer, apologizing to both for the damage I did. We have not heard from the bean farmer since, but the corn farmer has submitted a very detailed claim with the FAA agent. It was \$28! There are no purer and decent people in the world than midwestern succotash farmers!

After this time, I debriefed with the FAA agent, Brandon Brasfield. When this was done to his satisfaction, I called my son-in-law, Brian, the Deputy Chief of Police, South Elgin, Illinois. Brian told me he had already begun the trip to pick me up. Brian met me with the Sheriff, Sgt. Cory Hutchins, at the Parke County Jail. Brian and I went to town, in Rockville, and had a fine dinner. My long, miserable day ended on a high note, and I thanked God again that I was still alive.



Path through the corn and beans



Final resting place



The crankshaft is visible



Part of a connecting rod



Chapter 790 Calendar

Sat, Oct 19	09:00	Breakfast fly-out to 88C Palmyra	Watch for email from Paul Ranieri
Tue, Oct 22	18:00-21:00	Chapter meeting, AOPA medical speaker	3CK LITH Airport, office
Sat, Nov 16	09:00	Breakfast fly-out	Watch for email from Paul Ranieri
Tue Nov 26	18:45-21:00	Chapter meeting, pot luck, elections	3CK LITH Airport, office
Tue, Dec 03	18:30	Board meeting	TBD
Wed, Dec 11	18:30	Chapter party at Matt and Janet's home	Details to be announced by Matt
Sat, Dec 21	09:00	Breakfast fly-out	Watch for email from Paul Ranieri
Sat, Jan 18	09:00	Breakfast fly-out	Watch for email
Tue Jan 28	18:45-21:00	Chapter meeting	3CK LITH Airport, office
Tue, Feb 4	18:30	Board meeting	3CK LITH Airport, office
Tue, Feb 15	09:00	Breakfast fly-out	Watch for email
Tue Feb 25	18:45-21:00	Chapter meeting	3CK LITH Airport, office

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 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 through September, 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

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Youth in Aviation	volunteer needed		

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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.