



LAKE IN THE HILLS, ILLINOIS

# Winds Aloft

EAA Chapter 790

Lake in the Hills, Illinois

790.eaachapter.org

October 2022

## From Matt Van Bergen, Chapter 790 President

I miss you all but I am grateful for Dave Stokes and our fearless board members to keep carrying the 790 torch while I am away on this awesome trip. I have driven my van over 3400 miles as I write this from Redstone Campground in tiny Redstone, Colorado where the population is 92. I have been to 6 states with the most time spent in Wyoming thus far. I will be spending some time in Crested Butte and Ouray, Colorado before heading further south into Arizona. I will spend my last couple of weeks before I rendezvous with Janet on November 1st and check into an Airbnb for a month so that we can spend some time with our daughter Claire, who now is in full swing at ASU.



*Funny, this was near the FBO at KGWS.*



*Runway 32 @KGWS*

I have visited many airports when possible. I stopped by Alpine Airpark, (<https://alpineairpark.com/>), 46U, which was on my list after reading about it in AOPA magazine. It was really cool. It is right on the Snake River and only a 35 minute drive to the town of Jackson, Wyoming. Nice homes there! I saw a Citation depart and several GA airplanes out in front or back of people's homes. I also stopped by Glenwoods Springs Airport (KGWS) which is surrounded by mountains. It was nothing special from an airport service operation perspective, but it would be mighty fun to fly in and out of that airport!



*Alpine Airpark in WY, wonderful!*

Before I let you go, I do have some business related things to share. First, I will be hosting the December member meeting at my house on Tuesday, December 13th. I plan to have the same menu as last year. Please save the date as I will share more details as we get closer.



Second, I am coming up on the end of my term of 2 years as the President of Chapter 790. I have enjoyed working with my fellow officers and board members in steering the 790 Chapter the past 2 years. As I have shared before, I have learned a ton from all of you and I thank you for that. I have made the decision that I will not run for a second term which would commence on January 1st, 2023. It was a difficult decision but, as my only daughter went off to college, for now at least, Janet and I are empty nesters. We plan to make the most of this time by doing some traveling and spending time in Arizona to pester Claire (Ha Ha!). I do not want to assume anything, but with the possibility of being re-elected for a second term, I just do not see an effective way to lead the chapter if I cannot commit to attending most of the events. I do plan to continue to be an active member and help where I can.

With all of that said, our chapter elections will be held at our November meeting which will also be a social meeting intended to help kickstart the holiday season.

I leave you with all of this; Please do consider running for President of Chapter 790. It is an opportunity to get to know more of the membership, help guide 790 into the future and last but not least, get a chance to work alongside an existing, experienced, competent and just overall great group of officers and board members. They are a great team to work with. If you want to learn more about the position, please do not hesitate to reach out to me or any of our existing officers and board members.

***Matt***



*A nice steelhead trout! Fly fishing the Snake River in Jackson, WY*



*Moose!*

## Fly-Out Scheduling

Future fly-outs will be on the third Saturday of the month. In case of a weather cancellation, they will be rescheduled to the following Saturday. Watch your email for future fly-out details and destinations! Thanks again to Paul Ranieri for organizing the fly-outs.

## Upcoming Events

Fly-Out	October 15	Binzel Airport: WI95. Lunch at Chuck Binzel's home. (Not on VFR charts but it is in the electronic data bases—just inside Kenosha's class D airspace.) Please RSVP to Chuck@binzel.net and Paul Ranieri. If driving, the address is 17001 60th Street, Bristol, WI, 53014.
Chapter Meeting	October 25	Lake in the Hills Airport
Chapter Meeting (Elections to be held)	November 22	Lake in the Hills Airport

## Waypoints

- ◆ At the August Chapter Meeting, Vice President Dave Stokes presented to 790 member Ted Lipinski the EAA Appreciation Award. Thanks Ted for providing a great place to hold chapter meetings and cookouts from May to September each year!

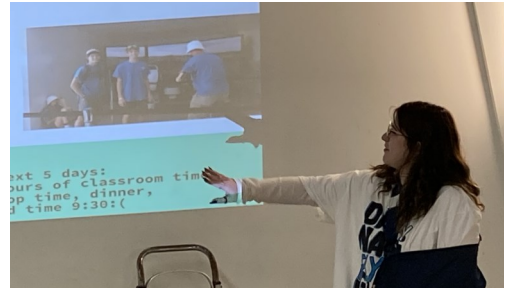


- ◆ At the September Chapter Meeting, member Ron Rogers was the recipient of the Wright Brothers Master Pilot Award. This rare recognition is for pilots who have held a certificate for 50 years or more. Though this in itself is no small accomplishment, Ron did much more than hold a pilot's license for a long time. He was an accomplished pilot in the Air Force as well as flying many aircraft in a test pilot role. In addition to a 36 year career flying for United Airlines, Ron did recognized work in Human Factors as well as flight control design. Ron's passion for flying continues with his recently acquired Great Lakes biplane.

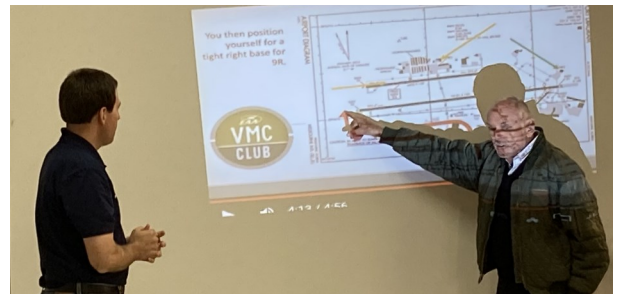


## Waypoints (continued)

- ◆ Megan Pranczke shared her experience about the Advanced Aviation Camp at Oshkosh. The nine day camp sounds like a great experience for young aviation enthusiasts. Her day started a 7 am and was centered around 4 hours of class and 4 hours of project work utilizing metal and wood. She also got a flight in a Cessna as well as a helicopter ride. Currently, Megan is taking lessons at Galt Airport and Tom Solar is being a great help with Ground School studies.



- ◆ Thanks to Ole Sindberg and Brad Delisle for their VMC Club aviation safety presentation at the September meeting. The narrated scenario unfolded at Melbourne, Florida on a VMC day. A busy tower controlled environment became fertile ground for nonstandard communications resulting in a near mid-air. These events allow all of us to learn from the challenges that crop up when we fly.



# From Our Members

## Mike Perkins Makes A Shop Visit

### Thompson Trio's RV-14A Build

Q: When is a carefully plans-built RV kit totally unique? A: When a dedicated family of three are the co-builders.

Chapter members Pete Thompson, his wife Lynn, and son Peter have RV-14A components neatly stored about their home. Protectively stored behind the living room couch are the completed H-stab, V-stab and elevators. Other parts are stored in their daughter's room, some of which is cleared when she comes home for a visit. The living room had been the building location for the fuselage, and Lynn didn't just buck rivets – she drove many of them. The downstairs family room currently serves as a staging area for wing components. And the Lycoming IO-390 has just been ordered with an 18-month lead time; it was specified with a traditional mag on the right side and the Lycoming Electronic Ignition System on the left.

Pete is thirty-year American Airlines pilot, two-years retired. Lynn is a retired chemist-turned-registered nurse; she is also a student pilot. Peter is a software engineer at Fermilab where he designs the particle accelerator's instrumentation. Peter also has plans to become a flyer himself. But the RV project has been so consuming that Peter and Lynn are delaying their flight training for a while.

Wires and cables are routed partway through the canoe stage fuselage. On the table next to it, there is one golden-anodized wing spar with recent drill shavings lying about, evidence that the wings have officially been started. Their technical counselor is Ole Sindberg who has visited the trio's project several times.



Peter is using his extensive electronics talents to design the complete wiring and avionics installation. He's already laid out the instrument panel using SolidWorks® and the family is ready to have a trial panel cut. To save weight over circuit breakers, Peter has recently purchased an Eaton two-bus automotive mini-fuse box.

Where Pete, Lynn and Peter have felt things could have been done better, there's been no hesitation for do-overs. For example, the instrument panel will be cut as a prototype so the placement of controls can be optimized ergonomically. Also, the first control surface they built was tossed out because they weren't happy with a row of Van's-specified rivets that just seemed too short to hold well (Van's specifies seemingly short rivet lengths to prevent new builders from bending over longer rivet shanks, but some builders may feel uncomfortable using shorter rivets). The three decided rather than drilling out 45 rivets, they would replace and rebuild the entire assembly.

Some builders have time goals and some don't; Pete, Lynn, and Peter fall into the category of those who believe that the building process is fun and meant to be savored. The family teamwork makes this the most unique RV project I have seen in a long time. It has all the characteristics of what the EAA had in mind when the EAB category was first envisioned so many years ago.

Mike Perkins





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