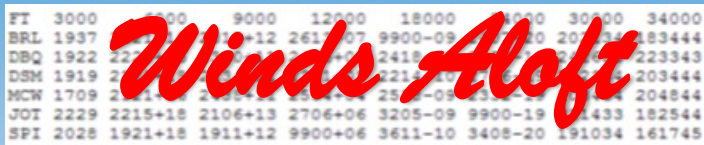


Volume 38

Issue 5

May, 2019

**EAA Chapter 790****Lake in the Hills, IL****790.eeachapter.org**

April Chapter Meeting

Mike Peranich, Lake in the Hills Airport Manager spoke at the April Chapter Meeting. Construction work has been split into multiple phases. The Runway widening and expansion is awaiting Federal Lottery approvals. The runway widening would be either 75 or 100 ft pending funding. The Solar farm on the South end of the airport is awaiting FAA approval; expected to begin in 2020. The current work approved is repaving a portion of the parking lot, runway lights change out and two lighted wind socks.

Future Plans:

- Eliminate Displaced Thresholds (2019)
- Repave Airport parking lot (2019)
- Reconstruct Runway (2021 projection)
- Widen Runway (2022+)
- Extend perimeter fencing
- Build access road to new terminal area (phase 1)
- Construct midfield apron area
- Install Water Service to South Apron
- Install Sanitary Service to South Apron
- Construct Access Road to New Terminal Area (Phase II)
- Construct Replacement Hangar Pavements

In this Issue:

- April Meeting Presentation
- May Fly Out
- We're Way Better Article
- Members in the News
- Calendar of Events
- Annual Dues Form-**New PO Box**
- Chicago Area Chapters Events
- Volunteers Needed-6/29-30 Pancake Breakfast



Pancake Committee Personnel 4/27 meeting



May Fly Out

For the May fly-out Saturday May 18th we plan to fly to visit Illinois Valley Regional airport by Peru.. The Identifier is VYS, it has an asphalt runway 18/36 6000' x 100', so that should be adequate for most of us. There is also a 4000' crosswind runway nos. 07/25. Distance from Lake in the Hills is app. 63 NM on a magnetic track of 223°, but since the first third of the distance is within the class B airspace, do take care to comply with the altitude restrictions. The attraction there is the 4th Annual TBM gathering which also attracts all kinds of interesting airplanes such as T-6's, P-51's etc. See below list. The event is actually a two day affair with a Friday night show by Matt Younkin.

To get good parking spaces It is important that we get there early, so let's plan to arrive at VYS at 9:00 AM. Fuel is available from fuel trucks – do plan to buy some fuel there. Please call or email me if you are planning to come, or need a ride, or have open seats, or if you want to go the 17th or take in both days. My contact numbers are 847 639-5408 or cell 847 826-1935 or email oleeva@sbcglobal.net.

If weather is a problem, we will meet at Around the Clock restaurant on highway 14 in Crystal Lake – also at 9:00. If you have indicated that you are coming, I will call or email you in the event of a cancellation. Here is a list of airplanes and rides available.

AIRCRAFT SCHEDULED TO APPEAR:

10 TBM AVENGER'S

P-51 MUSTANG

F4U-7 CORSAIR

GRUMAN FM-2 WILDCAT

NORTH AMERICAN F-86 SABRE JET

MIG 17 RUSSIAN FIGHTER JET

T-33 JET

6 NORTH AMERICAN T6, HARVARD AND SNJ

BOEING PT-17 STEARMAN

F8F BEARCAT

HELICOPTERS RIDES

RIDES IN THE TBM AVENGER AND T6

AND MATT YOUNKIN IN HIS BEECHCRAFT 18 FOR THE FRIDAY NIGHT SHOW



Keep the blue side up.

Ole

WE'RE WAY BETTER THAN WE USED TO BE

By Paul Bertorelli as forwarded by Ole Sindberg

In another world and another age, when I lived in Connecticut, several times a year I'd hop in the Mooney and fly down to DCA, walk to the Metro, thence to the NTSB's basement to pore over accident reports. This led quite naturally to my penchant for reducing eye-bulging, bowel-loosening fear to actual numbers so the more meek among us can emerge from under the metaphoric bed and, you know, go flying. But some people just want to be scared, so what's a guy to do?

This obsession has caused me to thread through a lot of accident reports. Thousands, I'm sure. And when I read this report in the *Los Angeles Times* about the horrific Cessna 414 crash in Yorba Linda, California last week, all I could think of is, boy, I'm glad we don't see much of this anymore.

By "this" I don't mean crashes of piston twins or multiple fatalities—five were killed, four of them on the ground—I mean an accident in which the pilot had a significant enforcement history. As the *Times* reported, the pilot had been suspended twice, once for flying a trip in IMC evidently without an instrument rating and once for flying an aircraft either on an expired annual or invalid airworthiness certificate. (One begets the other.) The story adds that the pilot, who had in his life changed his name twice, was also carrying a Chicago PD shield that wasn't his.

It's unrealistic and unreasonable to automatically connect the dots here and say his enforcement background was causal in the accident. That's not my point. My point is that in "modern" accidents, if I can use that term, it's not as common as it once was to see a history of disregard for the niceties of regulation and basic maintenance. Sure, I occasionally see the accident in which a crashed airplane hadn't had an annual in five years or the pilot never had a certificate, but it's not common.

(continued on page 3)

One of my research projects took me into the weeds on 1970s and 1980s accidents. For Pete's sake, was *anybody* sober then? In one set of accidents, I found three drunk flying mishaps not in the same year or month, but the same week. Pilots flew uninsured, without annuals, without medicals and just without much cognizance of basic survival instinct. While we make sport of decrying the shrinking world of GA, when the road was wider, it accommodated a lot more miscreants.

And it showed. You knew I'd get to the numbers eventually and in the late 1960s to 1970s, they were horrible. Take 1969, the year I learned to fly. The overall accident rate was a dismal 18.8/100,000—more than three times what it is now. There were 4767 accidents that year, 647 of them fatal. That's 13 a day. And that's a vast improvement from the bloody peak of 6115 two years previous—16 a day. I don't know how the NTSB kept up. It probably didn't.

Today, as recently as 2017, the FAA estimates GA flew about 23 million hours which, ironically, is only a little less than what we flew in 1969. The current overall accident rate is just under five and the fatal rate is 0.84.

And we all know why. The airplanes haven't changed much—I bet if I looked, I could find the Cessna 150 I soloed in, if it made it through the 42,422 crashes during the 1970s without being reduced to scrap. But training is at least marginally better and more complete, although I'm sure some would argue the point.

Industry outreach programs—the FAA's Wings, scenario-based refresher training from many sources, simulators, glass-panel training, the slow elimination of vacuum systems in favor of more reliable electrics and even the FAA's flight review requirement have combined to create a consciousness of risk mitigation. I don't like the term "management." You manage things but with risk, you try to understand it on a numerical basis and take it or leave it.

Members News

- * Brad Delisle acquired a Corvair engine for his Pietenpol Project. Brad reported he has laid the foundation for his new shop. Brad also hosted an aviation seminar at McHenry High School.
- * Ole Sindbergs' Prescott Pusher is flying once again. The wing tank fuel leak and front wheel retract issues have been resolved.
- * George Roby just completed his Biannual review.
- * Bud Herod's grandson, Bradley has enlisted in the Air Force. Immediately upon graduating from High School, Bradley will be training at Lackland AF Base in San Antonio, TX.
- * Jeff Dingbaum is recovering from a skiing accident. Upon full recovery he will once again be working on his RV14. The rear empennage has been completed and he is currently working on the wings.
- * Vic Bugnits and Tom Jackson's hanger at Dacy Airport have their airplanes blocked in until work is completed on the concrete hanger entrance.
- * Paul Ranieri found out the rear stab actuator motor had a shorted winding. Paul is in the process of acquiring a new actuator for his jet powered Prescott Pusher.
- * Ron Liebmann is working on his Rotax 582 engine for his Kit Fox aircraft. Ronny reported he hopes to have it flying again this summer.
- * Mike Petrie will be taking his third class medical exam with hopes to once again be up in the air.
- * John Peroutka is scratching his head on what engine to put into his Cozy Mk IV plane project.
- * Tom Solar got checked out in the Blue Skies Cessna 172's.
- * Jim Roozee is troubleshooting a fuel overflow via the gas cap vent in his Ercoupe.

Quote of the Month

"He took it apart," Wip said, "and I guess I left him alone a little too long because he took it so far apart that nobody knew how to put it back together" *May Issue of EAA Magazine by Ben Wiplinger On Beech 18 restoration*

We're way better than we used to be *(continued from page 3)*

But I also think there's a larger cultural force at work, as I've mentioned before. You don't see many drunk flying accidents for the same reason you don't see as many drunk driving accidents. It has simply become societally less acceptable to drive while baked, not to mention the cops run drunk dragnets now, a good thing. Also, the pilot population has aged and we can longer hack the hangovers.

I also wonder if the age of the serious, hardcore scofflaw has all but passed. If you've been in aviation for a long time, you've probably encountered the guy who thinks VFR minimums are for others, if he even knows what they are. Or who skips the medical and thus insurance. Who flies with broken instruments, fuel and oil leaks or dry-rotted tires. Or who doesn't bother with fuel calculations. This remains a persistent problem, because the accident record reveals 30 to 50 fuel exhaustion events each year. It used to be a lot higher.

The scofflaw and duct-tape types will always be with us to some degree, but I think the club is a lot smaller than it used to be. Or a lot luckier. They just turn up less frequently on the NTSB hit parade. The last one I knew personally was a pilot warned not to take off on a single-engine in a Cessna 337 because one en-

gine wouldn't start. He's no longer with us. That was 20 years ago.

When the working press gets hold of these stories, it inevitably reflects poorly on the industry because non-pilot reporters won't grasp the nuance of historical perspective. They don't get that we're way better than we used to be. And the pilots who get into accidents as a result of careless disregard for basic airmanship aren't thinking of that, either, if they're thinking at all. Again, I'm not angling for a direct connection with the Yorba Linda crash, just offering the observation.

And one other observation from the fun with numbers file. In 1938, the year my Cub emerged from Lock Haven and the first year for which I have accident stats, the accident rate was a galactic 126/100,000 hours—25 times higher than it is now. You could hardly open the door of your LaSalle without falling into a crater. If that were still true today, that would translate to about 30,000 wrecks a year or about 80 a day. The factories could never keep up. Fortunately, they don't have to. just under five and the fatal rate is 0.84.



Calendar of Events

- May 4th , Sat Young Eagles LITH 8:30-noon
- May 18th, Fly Out, Peru IL
- May 28th, Tues Chapter Meeting 6:30 and BBQ-Hal Richter's Flying Adventures
- June 1st, Sat Young Eagles LITH 8:30-noon
- June 4th, Chapter Board Meeting and BBQ, 6:30 LITH Airport
- June 15 , BBQ Fly out to Chuck Binzels Wisc. Airport
- June 29th, Set up for Pancake Breakfast-volunteers needed
- June 30th, Sunday Annual **Chapter Pancake Breakfast** 3CK 8 AM –Noon
- July 6th, Sat Young Eagles, LITH 8:30-noon
- August 3rd Sat Young Eagles, LITH 8:30-noon
- Sept 7th,, Sat Young Eagles, LITH 8:30-noon
- Sept 24th, Chapter Meeting and BBQ 6:30 LITH Airport
- Sept 28th Fly out to Havana, Il. For Astronomy Night at the airport
- Oct 5th, Sat Young Eagles, LITH 8:30-noon
- Oct 19th, Sat. Christian Eagle Shop Visit, Schaumburg Airport #0311
- Oct 22nd, Chapter Meeting 6:30 LITH Airport
- Nov.26th, Chapter Mtg. IMC Presentation
- Check the Chapter Website "<http://www.790.eaachapter.org/>"
for any additional details and a list of local chapter events in the area



Yes its Dues renewal Time.

Dues can be paid on line. Check our Website 790.eaachapter.org

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 _____ \$10.00 Student Membership _____

Please make checks payable to "EAA Chapter 790" Bring this form and payment to a members meeting, or mail to:

(NEW PO BOX) EAA Chapter 790, PO Box 685, Crystal Lake, IL 60039

2019 Calendar

EAA Chapter Events in the Chicago Area

May

- 3 to 5 - Chapter 22 B-17 Rides at Rockford Airport (KRFD)
- 4 - Chapter 790 Young Eagles Rally, 8:30am to Noon at Lake in the Hills (3CK)
- 4 - Chapters 22 and 1414 Young Eagles Rally at Rockford Airport (KRFD)
- 4 - Chapter 414 Young Eagles Rally at Stick and Rudder, Waukegan (KUGN)
- 5 - Chapter 22 Pancake Breakfast at Cottonwood Airport (1C8)
- 11 - Chapter 932 Young Eagles Rally from 9am to 1pm at Galt Airport (10C)
- 11 - Chapter 838 Young Eagles Rally at Batten International Airport (KRAC)
- 11 - Chapter 461 Young Eagles Rally at Bolingbrook's Clow Airport (1C5)
- 12 - Chapter 1414 Young Eagles/Pancake Breakfast at Poplar Grove (C77)
- 18 - IAC Giles Henderson Memorial Challenge, Salem-Leckrone Airport (KSLO)
- 18 - Chapter 790 Fly-out for aerobatic demos at Salem Leckrone Airport (KSLO)
- 19 - Chapter 579 Young Eagles Rally, 9am to 1pm at Aurora Municipal (KARR)

June

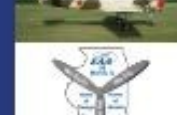
- 1 - Chapter 414 Young Eagles Rally at Skill Aviation, Waukegan (KUGN)
- 1 - Chapter 790 Young Eagles Rally, 8:30 to Noon at Lake in the Hills (3CK)
- 1 and 2 Cavalcade of Planes/Ford Trimotor at Bolingbrook's Clow Airport (1C5)
- 1 - Chapter 241 Young Eagles Rally at DeKalb Airport (KDKB)
- 2 - Chapter 241 Pancake Breakfast at DeKalb Airport (KDKB)
- 8 - Chapter 838 Young Eagles Rally at Batten International Airport (KRAC)
- 8 - Chapter 95 Young Eagles Rally from 9am to 2pm at Morris Airport (C09)
- 9 - Chapter 1414 Young Eagles/Pancake Breakfast at Poplar Grove (C77)
- 8 - Chapter 461 Young Eagles Rally at Bolingbrook's Clow Airport (1C5)
- 15 - Barnstormer's Day Fly-in/Drive-in from 8am to 2pm at Galt Airport (10C)
- 16 - Chapter 153 Father's Day Pancake Breakfast, 8-12 at Schaumburg (06C)
- 22 - Chapter 15 Poker Run/BBQ at Romeoville's Lewis Airport (KLOT)
- 23 - Chapter 579 Young Eagles Rally, 9am to 1pm at Aurora Municipal (KARR)
- 30 - Chapter 790 Pancake Breakfast, 8am to Noon at Lake in the Hills (3CK)

July

- 6 - Chapter 790 Young Eagles Rally, 8:30 to Noon at Lake in the Hills (3CK)
- 12 - Chapter 95 Ice Cream Social at Morris Airport (C09)
- 14 - Feast Outdoors Foraging Walk (reservations required) at Galt Airport (10C)
- 13 - Chapter 414 Young Eagles Rally at Kenosha Airport (KENW)
- 13 - Chapter 838 Young Eagles Rally at Batten International Airport (KRAC)
- 13 - IAC Michigan Aerobatic Open, Bay City, Michigan (3CM)
- 13 - Chapter 461 Young Eagles Rally at Bolingbrook's Clow Airport (1C5)
- 14 - Chapter 1414 Young Eagles/Pancake Breakfast at Poplar Grove (C77)

Visit the chapter websites for more information about each event.

2019 IAC Contest Calendar; www.IAC.org/contests



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