



LAKE IN THE HILLS, ILLINOIS

Winds Aloft

EAA Chapter 790

Lake in the Hills, Illinois

790.eaachapter.org

November 2022

Chapter 790 Officer Elections To Be Held This Month

Our upcoming chapter meeting this Tuesday, November 22 at the Lake in the Hills airport office is an extra special meeting for several reasons. As with our previous November meetings, we will host a pot luck for those that want to bring something to share. In the past, some have brought chili, their favorite chip dip, desert and/or favorite beverage. We will have a cooler with soda available. The meeting will start at 6:30 PM.



We will be celebrating Ed Berthold's 103rd birthday! Ed will be attending and Dave Stokes will bring a cake to support the celebration. Ed turns 103 on November 20th— come and wish him a happy birthday. Ed is a World War II veteran that served as a B-24 pilot in the European Theater. Some great photos and Ed's mission logs can be perused at:

<https://www.americanairmuseum.com/archive/person/Edward-l-berthold>

Earlier this month, Ed got a visit from Senator Tammy Duckworth. Thank you Ole Sindberg for taking care of the details.

Of course, it's election night at 3CK! Come cast your ballot, add your name to a ballot or nominate someone for a position. All positions are up for re-election for a 2-year term. As a reminder, we are back in 3CK's office area, so bring a folding chair since the office seating is limited.

Hope to see you then! Please reach out if you have any questions.

Happy Thanksgiving!

Matt



New Grill

At the October chapter meeting, Dave wheeled out an awesome brand new gas grill for chapter cookouts. Ziegler's Hardware store was gracious in providing a very deep discounted price to help support Chapter 790.



Guest Speaker

Last month, our special guest speaker, former 790 member Jack Kinyon presented an engrossing look back as he shared his experiences with the Air Transport Command in World War II. He began with describing how the ATC was organized out of the necessity for long range transport which quickly became so important in the war effort.

Thank you John Kinyon (Jack's son), for introducing your wonderful father to us as Veteran's Day approaches. Sgt. Jack Kinyon's biography follows below, as well as notes from his presentation.



Jack was born in Long Beach, New York on March 24, 1923. His older brother, Keith E. Kinyon, Jr., served in WWII as a Combat Engineer in General Patton's Third Army. Jack worked at American Airlines on DC-3s as an Apprentice Mechanic before joining the Air Transport Command, U.S. Army Air Forces, in the autumn of 1942. Jack had various assignments at Bolling Field in Washington D.C. and Brownsville, Texas and then applied for training as a C-54 Loadmaster. He was accepted and completed his training at Hamilton Field, CA and was subsequently assigned to the North Atlantic Division at New Castle, Delaware. Throughout the war and until 1947 he flew from the East Coast to Africa, the Middle East, India, and many destinations in Europe including Frankfurt and Berlin, Germany. After returning to civilian life, Jack continued his education through the GI Bill, receiving a BS degree from Seton Hall University and an MBA degree from Rutgers University. He holds a private pilot's license with a seaplane rating.



Oftentimes the accounts told of World War II are of frontline battles where fear and angst come in large doses in the span of minutes. Jack Kinyon's talk reminded us there is a different type of fear in war—perhaps not as overtly dramatic, but a lesser dose over a longer period of time. Serving as a crew member on a large transport aircraft with four finicky radial engines to the other side of the globe was always a test.



After completing his training as a C-54 loadmaster with the fledgling Air Transport Command, Jack joined his first crew and began flying the North Atlantic in the war effort. Listening to Jack, it quickly became apparent that these flights were far removed from air travel today. The C-54 was unpressurized limiting it to low altitudes, and the crew had to contend with no heat in the cargo area. Bumping along at 10,000 feet meant cruising where the weather was as well as limiting plotting of positions from celestial navigation. The level of navigation could quickly deteriorate into dead reckoning. Jack recounted one instance when they became lost. The crew decided to descend to 200 feet above the ocean to drop smoke flares to find out the wind direction. To top it off, arriving at dubious refueling stops could mean a not so warm welcome with the war going on. Fighting constant exhaustion, often flying for 20+ hours, these aircrew had to stay on task getting vital supplies and personnel to their destinations. Although it was so many years ago, the emotion can be heard in Jack's voice as he recounted North Atlantic flights after the Battle of the Bulge. The west-bound legs transported wounded soldiers four layers deep suspended by straps in the ceiling. Oftentimes without much rest, they would fly back east transporting donated blood for the wounded.

Jack summed it up by stating "It's just what you did".



Air Transport Command North Atlantic Division Routes

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