



EAA CHAPTER 461 NEWSLETTER

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BOLINGBROOK, IL



October 2020

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Halloween Haunted Hangar

The following is from airport manager Joe DePaulo:

To all Airport tenants and frequent users. Trying to offer some sense of normalcy to families in our community during the Covid epidemic, We came up with a Halloween Haunted Hangar idea. This will take place on October 24 & 25 Saturday and Sunday from 10am – 2pm in the Museum.

We will be using aircraft and other Museum artifacts to decorate and create a maze for the kids to walk through with clubs or others to decorate their own “diorama” to fill in the voids between the decorated artifacts. The outside of the Museum and the outside aircraft will also be decorated.

This will be the inaugural event but this will become our continued fall event every year and it will grow!!! See attached flyer. I am listing our proposed schedule below to prepare so if available, your help will be appreciated.

Also, if you have any Halloween decorations, large skeletons, ghosts, costumes, monetary donations for purchases etc. and wish to donate, or lend. Please take a picture and send on to me to see if we can use it, or at least a descriptions.

I already have some items but it is a large building so more will be needed. Games will also be available in the EAA hangar. Volunteers, in costume or mask etc. supervising during the event will also be needed. This year 2020, with COVID, school issues, and all of the associated disruptions have created havoc for many family's so this is our chance to offer our great facility to try and give them something to enjoy, and yet expose our great gem we have here. It's another “give back “ time!

Note: strict social distancing & covid masks, will be demanded, fee's and scheduled times have been created to help in the distancing and all will be monitored during the event.

Please contact me for any further information, donations or anything else. Take care, be safe, wash your hands, wear a mask, and Thank You; Joe

Schedule for volunteers, decorating, previews, set up, clean up.

Oct. 3rd move c-45 out, wings out, other items stowed away (C-45 should fit where I keep my plane)

Oct. 4th place artifacts etc in position/maze to prepare; "create the maze"

Oct. 5-9 continue positioning, re-locate scissor lift to Museum, start decorating upper planes etc.

Oct. 10 & 11 hangar available for clubs, organizations, others for preview for potential locations for individual diorama. Potential Young Eagles

Oct. 12-16 available for continued decorations etc & club set up can start

Oct. 17-18 available for final decorations and club set ups etc. Start setting up EAA hangar for games

Oct. 19-23 decorate outside jets, and all other outside decorations etc; Finish setting up EAA hangar for games, review parking, Finalize volunteers Supervising & Job descriptions and locations, set up staging areas for distancing. Bob Coon Hangar prepared for viewing and or inclement weather and staging for distancing.

Oct 24 & 25 EVENT All volunteers here by 8:30 for review of jobs, positions, final walk through

Oct. 26-30 Volunteers for clean-up, put the Museum back in shape, move the C-45 back.

November Elections

Don't forget that we will be holding our annual Elections during our November 5th meeting and that the meeting will be host to our "Foods from around the world" event – Chapter members, their significant others, and children can compete for the Glory of winning exclusive prizes.

View From The Left Seat (Wayne)

Note: I think Wayne's head is still in the clouds somewhere above Wisconsin... (Chad)

Future Aviators of America (Emily)

The Future aviators of America club is finally going to kick off again this year! We have our first meeting this Saturday October 3rd at 10:30 am! We will be following all the protocols and have an option for you to join via Zoom, so you can still be a part of it! We all hope everyone is staying safe during this time.

V_{VEEP} (Chad)

I have already used up about six pages of this month's newsletter for a personal story, so I won't abuse my privilege of the pen further except to ask for your help with sourcing wheels and brakes for the Pietenpol build project.

A new set of Matco 6.00 x 6 wheels and brakes sells for about \$800. Now, we don't need new wheels and brakes if we can source serviceable parts. All we want to do is move the project forward. If you can help us raise funds for new or source serviceable parts, we would really appreciate your assistance!

Young Eagles Rally



On September 19, EAA Chapter 461 held its second Young Eagles Rally of 2020. As with the August rally, the September event was very well received by the eager attendees and volunteers, and we are looking forward to our next rally on October 10!

As an aviation organization, safety is always our top concern, and our commitment to public safety was readily apparent before, during, and after the rally. To facilitate and maintain proper social distancing minimums, we required attendees to sign up in advance for a seat in a defined time slot using an online reservation system (seats were booked full in less than 24 hours after registration opened!), and we did not permit walk-up attendees.

While waiting for their flight, attendees were requested to remain close to stanchions that were marked according to time slots. In the aircraft, all participants wore face masks, and each aircraft's cockpit was wiped down and sanitized after each flight.

Thank you to the 42 young aviators and their families, 9 ground crew members, and 7 pilots who made the event a success!

Pietenpol update

Progress continues on the chapter 461 Pietenpol build! We meet each Tuesday and Thursday evening from 7 pm to 9 pm for camaraderie, some building progress, and good conversation.

We continue our search for wheels, brakes and a master cylinder. Ed Skotleski donated some AN hardware (thanks Ed!) and has been making the drive down from Bloomingdale to assist us. You don't need experience to join us, and you don't have to donate or even do much. We'd love to have you join us, even if only to watch and learn.

We continue our efforts to bring this beautiful project to life and see it fly. Our ongoing work is a carefully measured, step-by-step effort to ensure a safe, reliable flying aircraft.

Please join us!



Flying across America with a dog and two teenagers (Chad)

Note: This is the first part of a multi-part series.

When I bought my airplane, a 1972 Piper PA-28-180 I named "Melody," I promised myself I would try to fly at least one cross-country adventure in excess of 1,000 nautical miles each year. Since then, Melody has hauled family and friends to places like Bar Harbor, Maine (KBHB); Nantucket (KACK) & Martha's

Vineyard (KMVY), Massachusetts; Crestview, Florida (KCEW); Picayune Mississippi (KMJD); RoundUp, Montana (KRPX); and Arlington, Washington (KAWO).

As 2020 unfolded, I became concerned I might end up breaking the promise due to an ever-changing list of challenges. Fortunately, my personal definition of “perseverance” is “a person too dumb to know when to quit,” and I managed to put together a plan for my kids and I to visit my parents out in Arlington, Washington. The destination would not be new - this would be our second trip to KAWO - but the route used would be completely different than last time. In 2019, we crossed the northern Rockies while following I-90. For 2020, I wanted to use a more central route so we could get a glimpse of the Great Salt Lake in Utah. The plan was to depart on Sunday, June 21; however, I had forgotten it was 2020 and all plans were subject to change without notice. Oops.

Early in the morning on June 21, I loaded two teenagers, a Golden Retriever, my daughter’s hamster, and all of our baggage into Melody. We started up, taxiid to the north runup, and began checking out the systems.

- 2,000 r.p.m. SET
- Oil pressure: GREEN
- Oil temperature: GREEN
- Left and right mags: ≤ 75 r.p.m. each
- Carb heat: ≤ 50 r.p.m.
- Fuel pressure: 5+
- Gyro suction: 0
- ADS-B o...

Wait - what?? Gyro suction = 0?

- Check the year: 2020

Well nuts. Yep, back to parking.

Upon inspection of the vacuum pump, it was easy to see why gyro suction was at zero. At 1,028 hours time in service, the pump's carbon vanes had worn out, locked up, and caused the drive shaft to shear - just as it was designed to do.



Failed pump on left; new pump on the right

With the help of great friends and a few quick sprints to Aircraft Spruce Midwest in West Chicago, Melody was back in serviceable status by the end of the day on Monday, June 22. Unfortunately, the weather out west had other plans (see: 2020).

Well, Wednesday, June 24 arrived with what appeared to be clear weather forecast across most of the country so we loaded up to try again. Two teenagers. A Golden Retriever. My daughter's hamster. All of our baggage. And all systems passed the runup check. We were off. Finally!



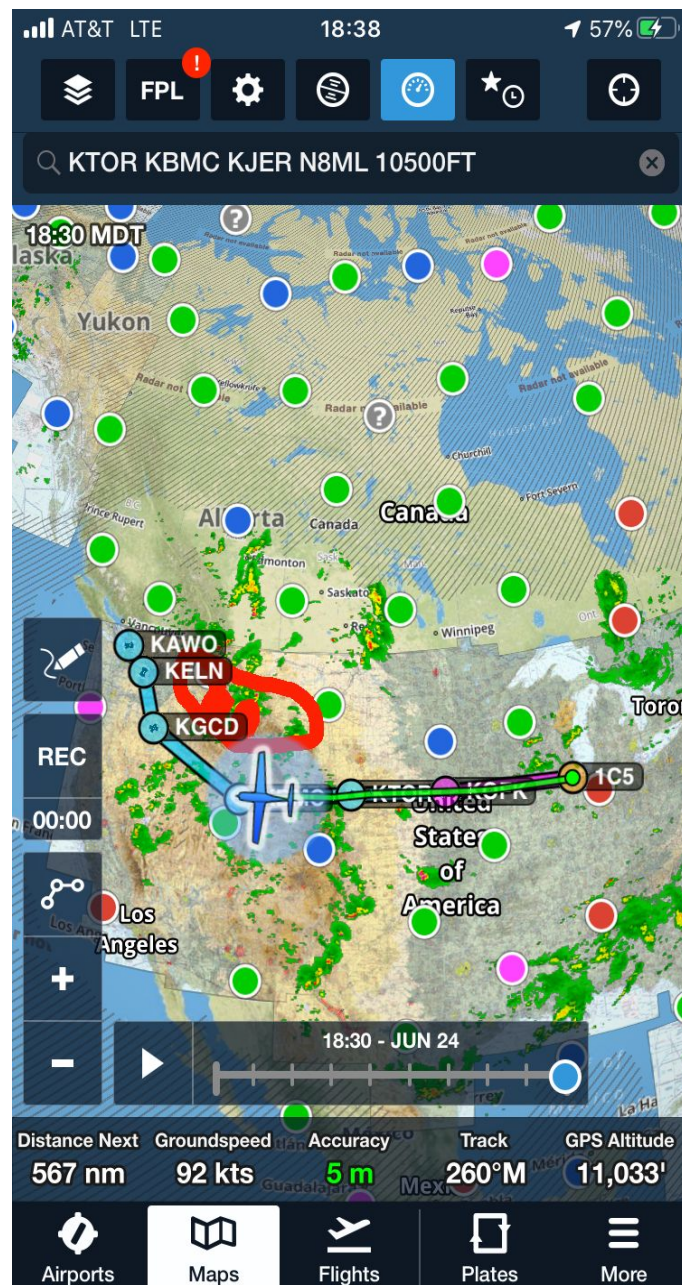
Our first fuel stop was in Norfolk, Nebraska (KOFK). The stop was uneventful, and we were soon on our way to our next stop in Torrington, Nebraska (KTOR). This is where things became interesting.

The elevation at KTOR is 4,206 feet, the temperature outside was 93F, density altitude was 7,200 feet, and we were about 10 pounds under gross weight. We were definitely getting close to some performance limits. Reducing our fuel load was not an option I was willing to consider because we would be traversing the central Rocky Mountains during our next leg and I did not want to limit our options by dispensing with fuel. Delaying our departure was undesirable because doing so might mean arriving into Brigham City, Utah (KBMC) around civil twilight. I thought the matter through and double checked the performance numbers for my PA-28-180. Our takeoff run would be about 1,600 feet, and we would have an initial climb rate of about 350 feet per minute. Given how well I knew my airplane, I decided to depart with an understanding that we may be returning to land sooner than expected.

Our initial east-bound departure unfolded exactly as the book depicted. The near 2000-foot takeoff run was long, but the airplane lifted off and began climbing at about 350 feet per minute. We continued to climb to 1,000 AGL (~5,200 MSL) prior to turning west to pick up our course. Once on course, we continued to climb until we reached about 9,000 feet MSL approximately 40 nautical miles east of the start of the Rockies. At that point, the airplane just would not climb any more. Hmmm. I checked the engine instrumentation, and all was good. I had never had any trouble climbing to 10,500 feet on any prior flight, but I suspected this was something simple. I decided to check the outside air temperature: 24C. Wow. Normally, the temperature at 9,000 feet is about 4C. It only took a moment to realize the airplane was operating in conditions that were close to those that would be present at its service ceiling under standard atmospheric conditions. Neat!

A VFR cruising altitude of 8,500 feet was below my minimum altitude requirement for crossing the Rockies, so unless we could gain and maintain another 2,000 feet, we would be forced to land and seek other options. I opted to continue westward, knowing that we would continue to get lighter as we burned fuel. I was also expecting that easterly air currents over the mountain range would have a desirable effect on temperature as we approached the base of the Rockies. My hunch paid off in spades. As we approached the first peak in the range, the temperature dropped to 6C and we began to climb - at nearly 1,000 feet per minute! 400-500 feet per minute would have been typical at that altitude, but we were riding thermals. A LOT of them! We rocketed up to 10,500 feet MSL in less than

two minutes as our climb rate approached 1,500 feet per minute, then we maintained 10,500 feet for the remainder of the ride to KBMC while often pushing the nose down to offset the considerable amount of lift that made the airplane feel like a homesick angel. It was a great leg, and a great refresher on aircraft performance basics.



A few hours later, we were greeted with breathtaking views of the Great Salt Lake as we floated over Brigham City, Utah at 10,500 feet.



Why do I fly? ^This!

We finally concluded a great day cross-country flying with a landing at Brigham City, Utah (KBMC) and an entry for 13.1 hours in the logbook.



Melody on the apron at KBMC, June 24, 2020

I hope you will join me next month when I continue the story of my family's cross-country journey to Arllington, Washington and share with you pictures of Mount Adams and Mount Baker taken as we crossed the Cascade Range.

Until then, I would like to know how you might answer the following question: Why do you fly?

Please email me your answers at: ccarlson@eaa461.org

CHAPTER INFORMATION

EAA Chapter 461 is a 501(c)(3) non-profit charitable organization based at Bolingbrook's Clow International Airport (1C5) in Bolingbrook, Illinois.

Whether you fly, build, restore or simply enjoy airplanes and aviation, you are welcome to attend our events and join our chapter. We are a group of aviation enthusiasts, aircraft builders, restorers, 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. Please come to our next meeting or event as our guest!

MONTHLY MEETINGS

The Chapter meets on the first Thursday of the month at Clow International Airport, typically at the Illinois Aviation Museum starting at 7:00 pm. Family members, extended family and guests are always welcome.

MEMBERSHIP INFORMATION

Membership dues for EAA Chapter 461 are only \$25 per year and are due on the first of January for the upcoming year.

Chapter 461 members are to be current members of the EAA, Oshkosh, WI.

Individual membership to the EAA is \$40 per year. Family memberships are available for an additional \$10 per year. Both include a twelve month subscription to Sport Aviation magazine.