



EAA 461

Newsletter

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Follow EAA 461 on Social Media!

Facebook – EAA 461 has a Group

Instagram @eaachapter461

GroupMe – we have 2 groups on GroupMe. We could use more members and participation!

“EAA461”

https://groupme.com/join_group/46855067/ga5SMT

“Hangar461”

https://groupme.com/join_group/46873019/v6Qe87



From the left seat

Greetings, 461. We will soon close the door on one of the more challenging years in living memory, and not a moment too soon, in my opinion. I come to you with a simple and



somewhat somber message this holiday season; a message shaped by recent events that have caused quite a bit of turbulence on what was otherwise expected to be a routine ride. (It suppose it still is routine in 2020 terms, but that's an entirely different conversation.)

As Brian Shul, the pilot and speaker many of you know from “The LA Speed Story,” correctly observes: “Life is short, and it's uncertain. It's not short or uncertain—it's both.”

Please consider watching Brian's presentation:

<https://www.youtube.com/watch?v=6nuAZfKSvvg>

Now, I know that seems like an odd inclusion for a holiday message, but it seems relevant in light of recent events. If I had to sum it up in a single word, that word would be: PERSPECTIVE

A week ago, a dear friend of mine was injured in a manner that could prove permanently life-altering for him and his family. A day before the injury, he and I were laughing, joking, and having a grand time turning wrenches while “playing airplane.” When he did not return a message promptly, I did not think much of it. I figured life had intervened - as it often does - and we would catch up eventually. Then his wife called to tell me what had happened (life had indeed intervened), and the news knocked the wind out of me. My friend had fallen from a ladder and sustained a skull fracture. By all accounts, it appears he is lucky to be alive.

While his road to recovery is as-yet uncharted, my friend is alert, has full mobility, and is improving every day. And, as is customary for our dearest of friends, I look forward to teasing him mercilessly about his vertically challenged misadventure for years to come just as I am oft teased for my own foibles (<*cough*> dropping expensive electronics while moving tables <*cough*>).

My point? We cannot predict or control life's uncertainty, but we can control how we react to it. As for me, I choose to react with humor and hope, and I hope you will humor me and do the same.

And with that, I wish you the happiest of holidays, and a very Happy New Year!

EAA Young Eagles Workshop

EAA has announced the Young Eagles Workshop program. This is intended to provide additional aviation exposure and education for youth ages 11 to 17 and offers an excellent opportunity to bridge the gap between their Young Eagle flight and getting more involved in aviation.

The workshop is largely up to the chapter to organize and can be a one-day or multiple-day event. Your chapter leaders view this as an opportunity we should all embrace. Hosting a workshop will require a team effort, as it is up to us to schedule, plan, and execute the event.

A workshop kit is available from EAA headquarters for \$35 per ten participants, and includes “turnkey content, materials and a guidebook.” Look for EAA 461 to put a Young Eagles Workshop on the schedule for 2021.

We need a volunteer (or volunteers) to step up and take ownership of this initiative!

You can read more about this at <https://eaa.org/eaa/eaa-chapters/eaa-chapter-resources/chapter-programs-and-activities/young-eagles-and-youth-activities/eaa-young-eagles-workshops>

2021 Calendar

Young Eagles

Young Eagles coordinator Al Bally has set the dates for our 2021 Young Eagles rallies! Mark your calendars now for our monthly rallies, starting in April.

Saturday April 10th, 2021

Saturday May 8th, 2021

Saturday June 12th, 2021

Saturday July 10th, 2021

Saturday August 14th, 2021

Saturday September 11th, 2021

Saturday October 9th, 2021

Chapter Fly Out Events

AirZoo Saturday May 29th (Memorial Day Weekend)

National Museum of the Air Force June 25-26-27

EAA museum Saturday August 21st

Field of Dreams Saturday September 25th

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 \$25 per year and are due on the first of January each calendar 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





The View From the Ditch

Robbie Culver

SAT, JUL 31, 2010 – Originally published on AeroNews.net

After Years Of Dreaming About It, A Photographer's Experience Of A Lifetime Shooting The Airshow

Each year, the photos that appear in the media, online, or in advertising that are shot at Oshkosh showcase aviation. It is easy to see these photos and not realize some of the difficulty and equipment involved in capturing them. For years I had admired the photographers that worked so hard to capture these incredible photos and tried to learn what they did to capture them.

I confessed long ago that I am a true camera geek. And coming to Oshkosh, any photographer will tell you, is like a photographic addiction. If you are into airplanes and photography, AirVenture is a place you simply have to be. There is at Oshkosh a unique opportunity for those fortunate enough to earn it. I had watched as the EAA photo staff and their invited guests would shoot the airshow from beyond the flight line, in an area nicknamed "the ditch." That's how they get those incredible airshow photos.

The ditch is a drainage area between taxiway Papa and Runway 18-36. It is deemed a safe area for photography and offers an unobstructed view of the show from almost directly underneath.

I loved coming to Oshkosh at every opportunity and shooting photos - but never like this.

To say the least, it is an opportunity that most photographers dream of.

Besides the permission from EAA, shooting photos there also requires the correct camera and lens. I had traded up to a Canon 5D Mark II digital SLR the previous fall and was excited to learn that I was able to borrow some of Canon's larger (pronounced unaffordable) lenses on site. Canon had been gracious enough to loan me a very large (and very heavy) 500mm F4 telephoto lens, so I was well-prepared for the opportunity.

So, on Wednesday, July 28th, I was pinching myself as I sat in the EAA Media Center briefing room, preparing to go out in the ditch to shoot the airshow. As long as I'd dreamt of doing this, here it was, and I was having a hard time believing it.

The safety briefing is complete and sobering. It reminds one of the environment and the hazards that surround it. During AirVenture especially, being out near the runway while the airshow is going on can be extremely hazardous.

(The day before, Jack Roush had crashed his jet less than 300' from where I would be, and it slid into the ditch...no one needed much reminding of the hazard)



Colored safety vests identify the EAA photographers and guests, and a pre-defined area is assigned with clearly set boundaries. In the years since I first shot photos at Oshkosh with an old manual camera loaned to me by my father, I had long since progressed to much better cameras and learned from my mistakes.

So out we went - past the crowd, beyond the taxiway, and down into the ditch. Walking out there was unreal - I paused and looked back, still not quite certain it was really happening. But there I was - in the ditch.

The view from the ditch is priceless. I was standing there with a completely unobstructed view of the entire runway; at an event I had been going to since I was a little kid to take photos. The crowd was endless behind the taxiway. I looked up and down the flightline, then pulled up the big lens and began to shoot a few photos looking back into the crowd in front of a DC-3 (see photo at right).

I was out here to shoot the airshow and first up was an F-4 Phantom. The Phantom squealed behind me at the end of the runway, and I turned and raised my camera. The airshow was about to begin, and I was ready to shoot it from the ditch.



Pietenpol update

Tuesday December 15th the Pietenpol project celebrated a minor milestone – we have the aircraft up on wheels!

Work continues each Tuesday and Thursday from 7 pm to 9 pm and you are all certainly invited to join us! No special skills are required, and no building experience is required.



Rans S-21 Build Update

Bob Kopeika

Just a short update on my Rans S-21 project. I have completed as much as I can at home and have moved some of the smaller parts to my new bigger hangar at Lewis. The vinyl wrap is complete except for a few trim pieces around the windshield and skylight.



It's been test run twice so far in my driveway with good results. I plan on moving the fuselage and wings in the early spring to the hanger. No cold hangar work for me! I can now start the paperwork process with the FAA and the state.

I have been posting updates on the Chapter GroupMe site since I started the project.



Flying across America with a dog and two teenagers, Part 3

Last month, I took you on the second day of a cross-country adventure from 1C5 to KAWO by detailing our journey from Brigham City, Utah (KBMC) to Arlington, Washington (KAWO). Now, please strap in once final time as I take you back across the country from KAWO to 1C5.

After spending a few short weeks and a great Fourth of July celebration with my family, July 11 had arrived and it was time to fire up Melody for the ride home. It is always a bit depressing to leave family with the knowledge that another year is likely to pass before we will meet again, but I did my best to keep a positive outlook.

While mulling over my thoughts, it dawned on me that we would very likely have a decent wind pushing us home, and the prospect of a good tailwind was a much needed and unexpected pick-me-up. Spirit renewed, I set about my preflight planning. Phew!

As I plugged in details, it quickly became evident that unlike the trip from the midwest to the pacific northwest, the trip from the pacific northwest to the midwest would be quite sporty because of a significant favorable tailwind to the tune of more than thirty knots at eleven-five.

In fact, the tailwind was significant enough that we were able to launch from Arlington at 9:00 am PDT and arrive in Bolingbrook at 01:00 am CDT Sunday morning.

For those not wanting to do the math (*editor's note – that would be me!*), we flew 1,500 nautical miles and made three fuel stops in exactly 14 hours. Sure, that's not impressive in the jet, RV, or Cirrus worlds, but I think it was a very respectable effort for a Cherokee 180 loaded to just 10 pounds below gross!

But wait - I am getting ahead of myself (never let yourself get somewhere that you didn't get to five minutes beforehand... Hang on, that's not right, is it?).

My folks drove us to the airport, helped us load up (thank you for the air fryer, Mom & Dad!), and stood back while we started up and taxi'd away. After an uneventful runup, we lined up on runway 34 and let the sea-level horses run. And run they did!

We were airborne in about 800 feet, which isn't awful for a fully laden Cherokee 180. We rocked the wings as we passed the FBO, turned crosswind at 1,000 AGL, turned downwind at 1,200 AGL, and continued the climb until we reached midfield on a heading of 160. At midfield, we reached 2,500 AGL and pointed the nose eastward toward the Cascades - and home. The view was nothing short of breathtaking, and I do apologize for not having the photography skills to share it with you.



Mount Baker

After we crossed the Cascades, we motored into Shoshone, Idaho (S83) for fuel. Shoshone is interesting because it is nestled in a valley surrounded by significant deposits of cumulus granitus. When setting up to enter the pattern, the surrounding hills pass within a few hundred feet of the wheels at some points.

Bigger or faster equipment would probably be more comfortable with a straight-in approach, but the Cherokee snuggled into a forty-five to the downwind just fine. We were down, fueled, fed, and rolling for takeoff in about twenty-five minutes.

Departing runway 25 at Shoshone is interesting because it requires you to fly into rising terrain. Fortunately, the fully laden 180 has the power necessary to outclimb the terrain. In the event of an engine failure, the only decent (and I am being generous with that word) option would be to the south of the field. Thankfully we did not need to explore our options in a more detailed manner.



A whole lot of rugged terrain viewed from 11,500!

Back up at 11,500, we expected a fairly uninteresting leg to our next fuel stop in Broadus, Montana (00F) via a pathway over Missoula, Helena, and Billings. Expectations are a funny thing. As we made our way out of the Rockies just south of Wheatland, MT, things got a bit spicy.

The air was clear and visibility unlimited, but holy smokes did the ride get bumpy.

It wasn't updrafts or downdrafts like one might expect with mountain flying. Instead, it was more like flying through an egg beater. (If you have flown the Lake Michigan shoreline on a relatively windy day, well, this was sorta like that.)

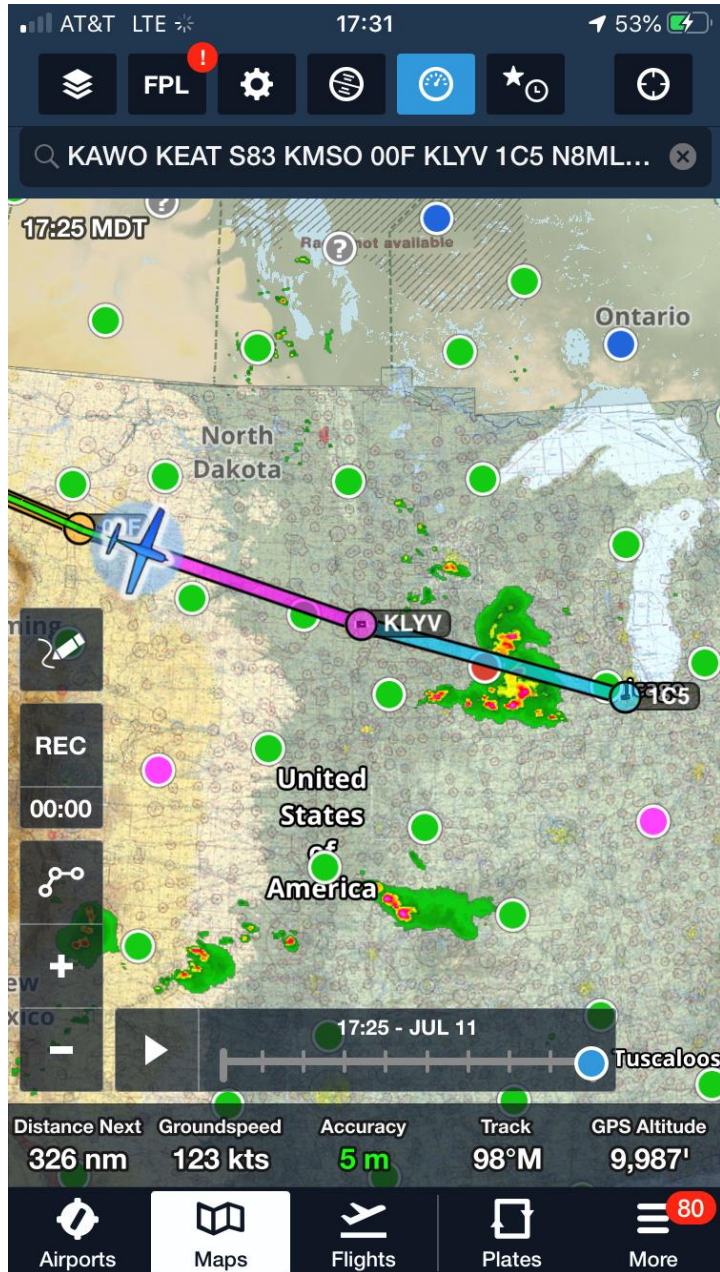
I could actually hear the wind whipping around the airplane like gale force winds against a window pane in a storm. I decided to slow the airplane down to about 90 and descend to 9,500 feet to see if that would improve the situation.

The improvement was marginal at best, but at least it made the situation tolerable. We then proceeded to bump along for the next 200 miles and our scheduled fuel stop.

Thanks to the wind, our stop at Broadus (00F) - also known as "the middle of nowhere" - began with more of an arrival than a landing. Again, we were fueled, fed, and rolling down the runway toward our next stop in Luverne, Minnesota (KLYV) within about 25 minutes.

At just over 400 nautical miles, the leg from Broadus to Luverne was our longest of the day. It was also the least interesting, except... we leveled off at 11,500 out of Broadus and found a phenomenal tailwind of around 35 knots!

Our groundspeed from Broadus to Luverne averaged just over 150 knots, which is fantastic for a Hershey Bar Cherokee with down-and-welded gear. The remainder of the Broadus to Luverne leg was uneventful, and we touched down in Luverne just as the sun was setting out west. Ahead of us lay the last challenge of the day night - a summer thunderstorm.



Note: this is in the climb out of 00F We had not yet picked up the tailwind.

I had been watching the weather ahead of us for most of the day, so I had a very clear sense of where and how fast the storm system in front of us was moving. Cross country flight, night flight, and flying near spirited weather are all serious business.

Consequently, I added time on the ground in Luverne to ensure the storm would have time to blow out of our way, thus reducing the risk of having to deal with inclement weather on our way to Clow. It was just after 10 pm when we launched out of Luverne and climbed up to 11,500 in search of the tailwind from earlier - but it was nowhere to be found. The kids and dog promptly passed out while I kept the wings level and course true.

The remainder of the trip home was uneventful except for the brilliant light show Mother Nature put on for us just east of Chicago. It was amazing, and I apologize for lacking the words to describe it. WOW just doesn't seem to cut it. We touched down just after 1 am, and another cross-country adventure came to a close.

