



EAA 461

Newsletter

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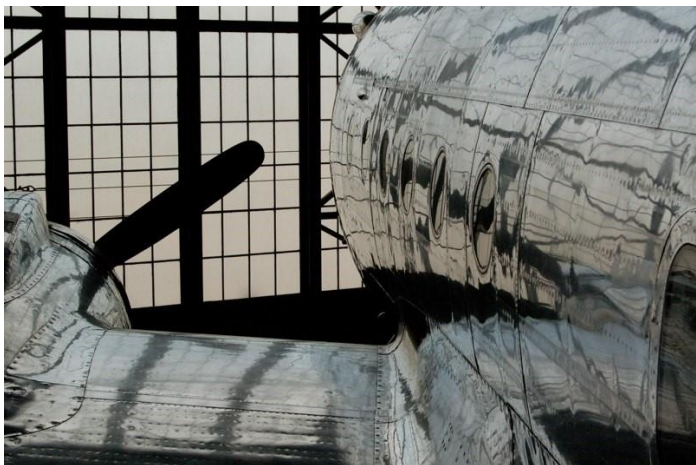
2021 Calendar Events

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EAA "Homebuilders week"

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A Brief History of the Sunday Morning
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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 and Happy New Year, 461! I hope 2021 lifted off, established a positive rate, and is currently on course for a happy, healthy, and productive year for you and yours.



I started the year in Dubai, U.A.E. after hitching a 13-hour ride aboard an Emirates 777-300ER in late December. As New Year celebrations go, it was an amazing, once-in-a-lifetime experience. I will share details with all of you once I am done recovering from a colossal case of jetlag.

As we look toward the year ahead, I suspect many of us are pondering similar questions, such as: Will there be a Cavalcade 2021? Will EAA host AirVenture 2021? Is this the year Jay Nielsen finishes and flies his RV-7? (Actually, my interest is less about the RV and more about what Jay is going to build next.)

Now, I wish I could tell you I had answers (so does Jay!), but most everything is still in a COVID-driven hold at the moment; however, what I can tell you is that we are planning to move forward with our Young Eagle rallies starting in April, we are going to continue to build our Pietenpol, and we have begun exploring some new community engagement opportunities with the Reach Leadership. In other words, even though the state of our traditional activities is presently unclear, we still have plenty of opportunities to explore and challenges to chase.

If you are interested in getting involved in the above activities, or any other chapter activities (existing or new), please let Robbie or I know - we will be more than happy to put you to work! Remember: this is *-your-* chapter!

Speaking of opportunities, I would like to take this opportunity to make some shout outs:

- RocketMan (Dean Karafa) moved his RV-14 project into Hangar461 last weekend which means there will be no shortage of opportunities to ~~critique~~ observe progress. Congratulations on the project milestone, RocketMan, and thanks to the team that helped make the move successful!
- John Tatro donated a Google Nest Thermostat to the chapter. Aside from being more efficient than a traditional thermostat, the Nest will enable us to better understand and predict the hangar's future energy needs. Thanks John!
- Josh Krecek submitted our annual chapter renewal package at the end of December, so we should be all set for another year. Thanks Josh!

And finally, as I wind this down and prepare to head to Hangar461 to tend to N8ML's needs, I would like to remind everyone that it is dues season.

Chapter dues are \$25 for the year and may be paid with cash or check to a chapter officer, or you may pay your dues online using PayPal: <https://www.eaa461.org/donations-dues-fees/>

VFRs - I hope you have a great month!



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





EAA Homebuilders Week

From EAA.org

Join EAA on January 26-30, 2021, during the first EAA Homebuilders Week online event. Experts from every corner of the homebuilt aircraft community will bring their knowledge and information to builders everywhere through free and interactive webinars. *(Editor's note – I attended one of EAA's workshops and if you have even the slightest interest in aircraft building, these are great to attend!)*

Topics covered include workshops on sheet metal, welding, and wood; aircraft designs from a variety of industry leaders; part selection when building; buying secondhand; and more.

<https://eaa.org/eaa/aircraft-building/homebuilders-week>

This weeklong event coincides with the 68th anniversary of the first Experimental Aircraft Association meeting on January 26, 1953. Homebuilders Week will be a tremendous learning opportunity that celebrates our legacy of, as EAA founder Paul Poberezny often said, using hand and mind to create aircraft that allow us to enjoy the personal freedom of flight!

Some seminars qualify for FAA WINGS and/or AMT credit.

Webinars on Tuesday, January 26, 2021 include:

Building An Aircraft - What You Need To Know, Sheet Metal Basics, Homebuilt Safety, Composite Construction Basics, and Kit Selection.

Webinars on Wednesday, January 27, 2021 include:

Panel Planning & Wiring, Zenith Aircraft Kits & Plans, Buying A Used Homebuilt, Garmin Experimental Avionics Solutions, and Engine Selection Basics.

Webinars on Thursday, January 28, 2021 include:

RANS Aircraft Kits, Welding Basics, Sonex Aircraft, Dynon & Advanced Flight Systems, and Van's RV Aircraft Kits.

Webinars on Friday, January 29, 2021 include:

Plans Built Aircraft: The Affordable Option, Working With Wood 101, Liability of Selling Your Homebuilt, Considerations in Design and Application of the Perfect Paint Scheme, and Condition Inspections.

Webinars on Saturday, January 30, 2021 include:

FAA Certification Basics, Fabric Covering Basics, Flight Testing Basics, Velocity Kit Aircraft, and Engine Break In.



Pietenpol update

Progress was a bit slow during the holidays, but we have gotten further with the windshield frames.

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.



A Brief History of the Sunday Morning Breakfast Club (SMBC)

By Lunas Talian

For pilots, flying to a destination for breakfast or the proverbial “\$100 hamburger” is a great excuse to fly, and a tradition that dates back to the early days of general aviation just before and after World War II. In many areas of the United States, groups of pilots fly with friends to various airports that have restaurants on or near them for breakfast, lunch, dinner, or just to have somewhere to go.

Some of these groups have lengthy histories, such as the South Carolina Breakfast Club, founded in 1937 and operated continuously every since. They meet every two weeks at airports and private fields in South Carolina, North Carolina, and Georgia.

A common theme among all pilots is the close friendship and common bonds they share as they search out their adventures. It’s not uncommon for pilots to spend time together away from flying, and to share social and family bonds.

In the Chicago area, one such group of pilots call themselves The Sunday Morning Breakfast Club. This is their story.

The “Get Away Flying Club”

In 1959, the “Get Away Flying Club” was formed by a group of flying enthusiasts in the Chicago area that wanted to earn their pilot’s certificates. Ray Renz, a Certified Flight Instructor (CFI), agreed to teach the members to fly in the Luscombe 8A they purchased together. Early members included Earl Runnion, Earl Hogate, Randy Hill, Ralph Gerrick, Bud Zuidema, Don Boyce, William Reinmuth, and Lee Winnick. Their home base was Prosperi airport in Tinley Park.

According to Earl Runnion, the group eventually purchased a Cessna 120, then a Piper Tri-Pacer, followed by a Cessna 172, as more members became licensed pilots. Some time during this period, the airport closed as Interstate 80 was built on the site, and the group relocated to Howell airport in nearby Crestwood. As time passed, some of the members purchased their own aircraft, and the group disbanded as an official club.

When the new aircraft owners began to look for adventure in the air, some of the original “Get Away” members began to fly from other airports such as Lewis, Clow, Sanger, and Midway. The pilots first used the aviation frequency of 123.45 MHz for communications.

The tradition began when the first members up on a Sunday morning (typically around 8 a.m.) would tune to the designated radio frequency and ask, “Where are we going today?” This group, known as the “Where are we going?” club was the true beginning of The Sunday Morning Breakfast Club, also known by the initials SMBC.

According to long-time member Pete Bayer, the group moved to 122.75 MHz, which is the designated FCC channel for air-to-air communications, and each Sunday morning at 8 A.M. they would chat en route to the morning’s destination. Typically, unless the destination has been pre-planned, the first ‘crew’ up calls the destination, or a lively discussion ensues where the airborne crews debate on what is the best destination.

SMBC – Friends and Family

The SMBC “family” is a group of longtime friends that have spent many hours together in flights to distant (and not so distant) destinations. Dick Chisholm, an SMBC member since 1980, has fond memories of the friends and the destinations they chose together. When asked, Dick says choosing a favorite memory is difficult. Some of his favorites included “Pete (Bayer) & Kate’s wedding in my hangar, or Kate’s first trip to Key West with the guys – posing for a picture with a snake around her neck and a parrot on her head.” As Dick put it “there has been a lot of fun & good fellowship over the years. Flying is the common denominator, but the company of good friends is what it is all about.” Many other participants echo this sentiment.

Another long time member, Bob Barcelona, says, “My first log book record of a (flight) to breakfast was on May 1, 1978 to Lake Lawn Lodge in Wisconsin.”

Bob's memories of those days in the SMBC include "I had just gotten my Private Pilot License (PPL) and was taken into a group as a partner who owned a Grumman Traveler."

"We would fly on weekends and occasionally (weekday) afternoons when the work schedule permitted. Ralph Gehrig, who flew a yellow 1969 Grumman Yankee, was always interested in flying to breakfast on Sundays. We usually left Midway and flew west down the I & M canal to a landmark called Old Chicago, and turning north to Clow Airport. Other times we went to Morris or the old Howard Johnson's near (the) Joliet Airport."

Mark Wiencek earned his pilots license in 1976, and began flying with the club in 1986 after he purchased his own aircraft and based it at Sanger airport. SMBC members Pete Bayer, Dennis Flamini, and Ron Stelter were also based at Sanger, and were his "mentors" in his involvement with the club. The SMBC's informal 'fly out coordinator', Mark keeps in touch with the groups' members between flights. As the electronic revolution began and more club members had access to home computers, Mark compiled a list of members, and began to use email to organize events. Calling it a "labor of love", he organizes the flying to get more participation.

Destinations are chosen with the requirement that they be as new (for the club) as possible. If not new, then hopefully the club had not flown there recently. Mark says picking out destinations ahead of time had an added benefit, as it gave crews of the slower airplanes a better chance of arriving at our destination in a reasonable time compared with the faster, higher powered airplanes.

In addition to breakfast flights, the SMBC has flown to destinations such as the American Champion factory in Rochester, WI and the Sonex factory in Oshkosh, WI, as well as dinner flights, and even canoe trips. A recent event has been the annual "NASCAR Departure Party" at Lewis airport, following the NASCAR race at Chicagoland Speedway Joliet.

NASCAR drivers, car owners, celebrities, and dignitaries all fly into and out of Lewis in their business jets, making the day a fun spectator event for SMBC pilots. An annual SMBC Christmas Party dates back to 1979.

An annual trip to the EAA Sun-N-Fun fly-in convention in Lakeland, Florida, and on to various side trips such as the Bahamas, Marathon Key, or Key West, has also been an annual highlight. According to Dick Chisholm, "Back then (when the club first flew down) Key West was a funky island with open air bars, street performers of all kinds and great key lime pie at Pepe's.

No cruise ships stopped there back then and sunset point was an old wood wharf where everyone congregated at sunset each day." (The author can attest that the key lime pie at Pepe's is, while hard to find, still awesome as of January 2004!)

Pete Bayer has been a pilot for over 40 years, and has been flying with the SMBC since around 1985. His memories mirror those of Dick Chisholm, and center around the friends and fellowship of flights to airports with restaurants at or near the destination, as well as longer trips to Florida and points beyond.

The SMBC Today

Some members have built their own aircraft; some others fly older ("vintage") aircraft, and some fly new aircraft. Many participants are involved in aviation professionally as pilots, mechanics, or other professions related to aviation.

Some simply fly for the fun of it, but as with many pilots, most members profess a true enthusiasm for anything related to flying. The common passion of flight enables the group to share many hours with good friends and great conversation.

New members are always welcome, and if a pilot is interested in taking part in the fun the same rule applies today as it did back in the 1970's; takeoff at 8 A.M. on Sunday, tune to 122.75, and call out "wherewegoing?"

You're sure to get an answer and enjoy the banter and conversation en route, as well as have breakfast with newfound friends.