



EAA 461

Newsletter

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From the left seat

Greetings 461!



As always, I hope this finds you well, particularly in light of the wicked weather we've experienced in Chicagoland lately. I know the EF-3 tornado that touched down in Naperville and Woodridge on June 20 came very close to having a significant impact on some of our members, and I am grateful that we all appear to have made it through largely unscathed.

Last month, I included a picture and a note about having reached a unique personal milestone on a recent trip. I also wondered if you might look at the picture and guess what the milestone was. Well, nobody guessed, so I suppose the milestone was less interesting than I thought it might be.

So what did I do? During my trip to Raleigh on May 7, I climbed up to 13,500 feet - the highest I have ever piloted an airplane - and cruised above 12,500 for a period of 27 minutes to get over some build up along our route of flight. Obviously, this was nowhere as significant as a first solo or passing a checkride, but it still put a smile on my face to see the altimeter wound up that far!

Getting back down to Earth, our 2021 Cavalcade of Planes took place over the weekend of June 5 & 6, and, in addition to the event going extraordinarily well, I think it is safe to say it exceeded - perhaps greatly - almost everyone's expectations.

The weather on both days was warm and breezy, and estimated attendance was 24,000 people! From our Young Eagles information table to the Access Aero club; from the Midwest Parajet booth to our chapter flight simulator; and from the Prop Master model airplanes to fantastic signage everywhere, our volunteers and guests did an outstanding job of making sure attendees had a safe and informative experience throughout both days.

You all absolutely ROCK, and I thank you for stepping up to make the event a success!

In other news, I had the great pleasure of visiting chapter member Carl-Friedrich Schmidt and seeing his truly remarkable RLU-1 Breezy while I was in Germany last month.



To say Carl's airplane was an absolute work of art would likely be the understatement of a lifetime. His attention to detail and design are simply incredible, and his airplane is an absolute gem.

I would love to be able to tell you more, but I simply cannot do the story justice. So please stay tuned as it is my hope to facilitate an (almost) in-person presentation with Carl so he may share his airplane's truly amazing story with you.

Thank you for your time and hospitality, Carl!

For those interested, SWR Baden-Württemberg recently produced and aired a short story about Carl and his airplane. Although the program is presented entirely in German, you don't need to know a word of German to understand the joy unfolding on the screen.

https://www.ardmediathek.de/video/landesschau-baden-wuerttemberg/14-jahre-fuer-den-traum-reutlinger-baut-eigenes-flugzeug/swr-baden-wuerttemberg/Y3JpZDovL3N3ci5kZS9hZlZlZG91Y291LjI0IEg8hd4DU3NTM/?fbclid=IwAR2IFA1Z6HH3zFSUg6tgidVJfyO6mQ_Iq9NSluTRqBjR9HM_92J0IEg8hd4

Enjoy!

VFRs!



The 2021 National Aeronca Association Convention

Robbie Culver

Every two years, the National Aeronca Association convention is held in Middletown, Ohio (MWO). The 2021 event was planned for Thursday June 17th to Sunday June 20th. This airport, which is located just outside of the Cincinnati Class B Mode C veil, was the site of the Aeronca factory in its later years. (It was originally at Lunken field until a major flood forced its relocation)

I planned my flight from IC5 to MWO to avoid the Twelve Mile West and Twelve Mile East Military Operations Area (MOA) that lay in the direct path. While it is entirely legal to transit an MOA, it is not smart – and most certainly not so in a 1945 Aeronca Champ with no transponder and no ADS-B out. I do have a Stratux ADS-B in receiver paired to my iPhone, but this is not enough for my comfort.

My fuel stop was planned for Wabash, Indiana (KIWH) via the Fulton County airport (KRCR). From there, it would be a direct flight to MWO. On Thursday June 17th, I departed Clow International at 7 am in literally perfect weather. The temperature would be in the 70's, light winds with a slight tailwind, and unlimited visibility. I could not have hoped for a better day to fly.

One thing about flying a Champ, especially on the proverbial perfect summer day, is you get time to enjoy the ride. My groundspeed was a bit over 90 mph, which gave me time to watch the Illinois and Indiana countryside roll beneath my wings. I was again reminded of how wonderful this privilege is, and how free we are to be able to fly with very few restrictions. I just took off, turned on course, and flew. I was in no hurry to get anywhere, which is a good thing in a Champ. Charlotte is always the gentle lady.

The air was so still that I spent most of the time just holding heading with the rudder, and only occasionally touching the stick to make fine adjustments. The route is over largely rural areas, and seeing the fields and towns below was another reminder that much of America is not the bustling metropolis we live in. A crop duster was about the only other traffic I saw on the first leg of my flight. Seeing a crop duster flying its pattern over fields from above is a very cool thing!

As I crossed over Fulton County and made the turn towards Wabash, my ADS-B in started showing traffic. It seems a lot of other pilots were avoiding the MOA. I never actually saw any of them, despite searching carefully. Another reminder it is not always easy to see traffic, even when you know where to look. I got to Wabash in 1 hour and 43 minutes.

Eat at Charlie's!

<http://ordercharliesrestaurant.com/>

Charlie's Restaurant

130 Clow International Pkwy

Bolingbrook, IL 60490

Phone: 630-771-0501



Chow at Clow

Join us every Sunday evening in Hangar 461 for "Chow at Clow" where we sit around, eat, chat, and – oh yeah! – we fly!

For now, it is a bring-your-own food event – bring a chair also – but please join us to hang out and socialize. Who knows – you may go flying also!



National Aeronca Association Convention, continued

My fuel stop at Wabash was a nice reminder of how quiet and friendly small airports are. The gentleman that greeted me was happy to see someone buying fuel and offered me cold water and use to the lounge as soon as I opened the door to the Champ.

He helped me fuel the plane and was asking about where I came from and where I was going. It was small-town atmosphere and hospitality at its best.

It felt good to get out and stretch, have a snack, and use the facilities. The wind was a gentle breeze, and another taildragger was shooting landings in the pattern. I stood there watching for a bit, then tied the tail to a post by the fuel pump and Charlotte started right up on the first pull.

My flight planning showed an hour and a half to Middletown from Wabash. I taxied out to runway 27 and took off over lush green fields and rural roads. My turn on course took me over more rural areas, with the occasional small town.

Cross-country flying, especially low and slow, is an experience that is hard to describe. I am always amazed at how interesting our nation looks from above, and watching the scenery roll by beneath the wings is such a personal and almost emotional thing, that there really are no words to describe it.

This is one aspect of flying that is truly unique. America is an amazing place, and even the most rural, uninhabited areas offer so much of interest. I watched streams and gentle rolling hills, crops, and animals, and all the little things that are easy to miss. I treasured every moment of it, as moments like this are so rare.

The flight to Middletown ended up being 1 hour and 28 minutes, almost exactly as planned. The airport was a bit hard to locate at first, but I found it against a backdrop of trees. Hearing other Aeronca's in the pattern made me smile – we think this is the first time our Champ has been back to the airport since she left in December 1945.

Soon enough, I entered the right-hand pattern for runway 23, and saw row after row of Aeronca's parked in the grass. As I touched down, it occurred to me that I had brought Charlotte home...she may be an airplane, and not a person, but she certainly has character, and it was fulfilling to bring her there.

More to come next month, including some wild weather during the fly-in and an adventure coming home!

2021 Calendar

Young Eagles

Young Eagles coordinator Al Bally has set the dates for our 2021 Young Eagles rallies!

Saturday July 10th, 2021

Saturday August 14th, 2021

Saturday September 11th, 2021

Chapter Fly Out Events

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.



Cavalcade Photos

Robbie Culver

Photos from Cavalcade may be found at the following link

<https://tinyurl.com/76xpyc2u>





FAA Kids Update

Wayne Brazinski

FAA is currently being modeled after EAA in that there will be a Corporate/Mothership (for want of a better word), and then individual Chapters. This means that Chapter 1 would be EAA 461 and the "Mothership" is here at Clow.

The Mothership will NOT define what the Chapters do for activities. This is not about control but driving diversified growth with an entity that can accept the risk of failure and keep moving without impacting any of the Chapters. Centralized, yet voluntary, programs also scale with less effort.

We have plans to grow FAA outreach outside of airports and therefore make STEM type programs available to any and all that are interested be that Churches/High Schools/Science Clubs, etc. Amazing as it may seem we already have two families driving over one and a half hours to get to the few events we have put on thus far which is mind boggling and seems to indicate a dearth of options.

The end result, we believe, will be a huge net gain for the local airport near these Chapters as the cool stuff is at the airport, but that does not mean the Chapters have to be at an airport.

They could be anywhere and consequently that drives scale and flexibility because activities can take place at many additional locations that are easier for non-driving students to reach.

We currently have the FAA Mothership under JWA for several reasons which include velocity, GL insurance as a business function of JW, and the need for an injection of cash that is not immediately linked to programs (setup for the event games you will see at Cavalcade plus tables, tents, website etc.).

We felt that we should accept the risk associated with the investment to drive the strategy. Please be assured that we are NOT currently changing the mission of the FAA - it remains the same.

Any funds that exist for the kids in 461 are, of course, FBO the FAA kids activities in 461 such as the Chapter and FAA determine.

This is driven entirely by Em, Gina, and their peers at their discretion - not by me or JWA. Of course I'm still a sounding board as I have always been but I'm struggling to think of a proposal I have not agreed with thus far.

Any funds generated in the EAA Hangar for Cavalcade are FBO the 461 Chapter FAA kids programs, and the

"Mother Ship" will be providing some quantities of merchandise for resale at Cavalcade to assist in that effort at zero cost. Austin (+ another) will be manning the table at the EAA hangar and also has a bunch of cool stuff lined up about the FAA and his blog Beyond the Flight Deck.

Any funds generated by the "Mothership" event just North of Charlies will be set aside in a segregated account in Quickbooks for the FAA kids just like we did with the Chapter originally. As things progress we will mature this arrangement.

We have not set up the FAA as a company of any kind - it is currently an "initiative" of JWA just like it is for 461. To me this is an important distinction because I want to make sure everyone is clear on what's going on.

Additionally - the investments made so far (a lot out of my own funds and also JWA) are NOT a debt to the FAA. There will be no repayment of any kind. This is about the kids, and for the kids. Down the road, though, FAA Corporate may be a self-funding revenue driver - that remains to be seen.



An additional benefit, and focus of mine, is to provide Em, Gina, and Alex with an opportunity to basically build a "startup" from the ground up. I see tremendous upside for them in doing this for all the obvious reasons.

So nothing will change with the FAA kids in 461 - except they will have more centralized support. The programs that got snuffed out by Covid are slowly returning and you should be hearing from Em soon about the next Lego project.

First flight!

Bob Kopeika

It has been a busy last month finishing up all the last-minute details and getting all the paperwork in order.

The FAA inspection was on Wednesday June 23rd. The 2 Inspectors gave it a good going over and were impressed. No squawks were found and most importantly the paperwork was in order. The airworthiness and my repairman certificates were issued. The senior inspector gave me a nice compliment saying this was in his top 3 of all the planes he has inspected.

I closed up the Outbound that afternoon and gave it one good last look over the next day. The plane was ready and so was I but the weather wasn't. Friday evening I was able to do a few high speed runs down Runway 20 which is 6500' long. I wanted to check my elevator trim position so there wouldn't be any surprises. I started the trim nose down and worked my way nose up to find a good take off position for the trim. A pitstop to lower the idle and give a look under the cowl and 2 more runs to get it flying in ground effect were done with no issues.

Sunday evening the weather finally cooperated with light winds. Another good preflight for the plane and me and it was time for the next step. I had a demo ride in the factory plane and its flying qualities are similar to my RV-12. The Rotax 912 and Dynon avionics are the same as my RV-12 so I knew what to expect.

The plan was to takeoff and circle above the airport for 20-30 minutes and make sure it's controllable and the systems are all normal. It was a non event which is the way I like it. It went so well after the first flight, another good preflight and I went back up for another 30 minutes.

The only thing I have to correct for is a slightly heavy left wing. A couple of cold beers afterwards capped off a good day.

I have a 40-hour Phase 1 test with a 25 mile radius from Morris airport. It includes Lewis where I'm based. The FAA doesn't want test flights by Clow. I understand that, so no Patio or Taco runs for a while in the Outbound. Now, the RV.....

It's been a little over 2 years and 1100 hours since I started construction. I was in no rush as I build and fly for fun. You could knock one out in a year if you try and have the money lined up. The airframe goes together quickly but the avionics and firewall forward take time. I wired my own Dynon suite complete with all the subsystems. The firewall forward kit wasn't as complete as the Vans kit. I copied as much as I could from my RV for both systems as they have been both extremely reliable.

Now, to find some sparkly blue t-shirts!



Pietenpol update

The Pietenpol project has progressed to having the tail back on the aircraft and the wings down from the loft. Join us any Thursday evening from 7 to 9 pm.

Recently we have had new young faces appear, and that is fantastic! Along with the usual crowd, this has allowed us to dig in and make progress.

We definitely need more member assistance if this project is going to continue!

