



EAA 461

Newsletter

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Oshkosh Photos (LOTS of Oshkosh photos!)

From the left seat

Greetings from KORD Gate K9, Chapter 461!



Hail, wind, rain, and tornados - oh my! This summer is shaping up to be the windiest and most dynamic I have experienced since moving to Chicagoland six years ago. Just to be clear: that is an observation, not a complaint. I was raised in the land of earthquakes (California) and spent nearly twenty years dodging hurricanes (Florida & Connecticut).

Most things considered; I will gladly accept the need to be vigilant on the rudder pedals while navigating crosswinds because I think it's better to be a little squirrely in the air than a lot squirrely on the ground!

Since I brought up the concept of squirrely, I am happy to report that I once again managed to convince an instructor that my skills at the controls of a light aircraft are still within a range of squirrely deemed acceptable by the administrator and thus, I have two more years to exercise my privileges as PIC of a civil aircraft. You're welcome. 😊

Speaking of privileges, I want you all to know that it is a privilege to know and associate with (most of 😊) you, and that I appreciate the perspective and experience you bring to my hobby, profession, and lifestyle.

It goes without saying that many of us do not always see eye-to-eye on all things, but I think a healthy difference of opinion is a strength rather than a weakness. In fact, I am pretty sure that view is not unique.

I mean, our forefathers built an entire country based largely around competition in the marketplace of ideas, after all. In that vein, I would greatly appreciate your feedback and ideas, public or private, concerning Chapter 461's direction and priorities.

With regard to Chapter 461 priorities, I want to once again thank Team Bally and all of the awesome volunteers (ground ops & pilots) for running a fantastic Young Eagles Rally on July 10 where we managed to out-maneuver Mother Nature's shifty behavior and fly approximately 53 children.

In case the ear-to-ear smile I was wearing didn't make it clear, I genuinely and thoroughly enjoy our Young Eagle events because they bring out the best in each of us and all of us. Well done, everyone! I hope to see all of you at our next rally on August 14!

As a reminder, we will host a Young Eagles Workshop on Saturday August 21st from 9 am to 4 pm in the Illinois Aviation Museum conference room. We will need volunteers to help with the event. For additional details please contact Robbie Culver.

Given my penchant for busting newsletter deadlines, I suspect many of you will have enjoyed a fair bit of Oshkosh by the time you read this.

If that is the case, and I hope that it is, I hope you had a truly fantastic and amazing time! As for me, I opted not to attend this year; however, as difficult as it might be to believe, my reasoning was sound, and I believe it reflects a properly balanced set of priorities - even if I do say so myself.

Even the other chapter leaders grudgingly agree that I made the correct call on this. That said, I am looking forward to hearing YOUR Oshkosh stories!

And with that, my flight just began boarding. It is time to embark on another great adventure!

Tailwinds and VFRs, my friends!

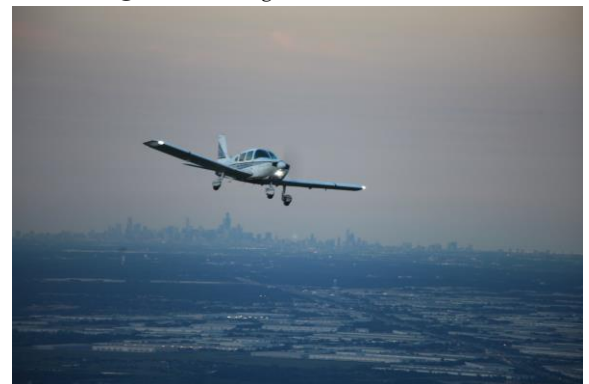
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EAA Chapter 461

EAA - The Spirit of Aviation

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The 2021 National Aeronca Association Convention, Part 2

Robbie Culver

As I told you last month, 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. I flew our 1945 Aeronca 7AC Champion to the event from Clow on Thursday June 17th.

Thursday was spent getting to know my new friends at the fly-in. As I tied the Champ down, another bright yellow Champ pulled in next to me. Of course, I had to ask where the pilot was from. As it turns out, he is based at Naper Aero Club, LL10. A small world indeed!

As I wandered the rows of aircraft, I quite deliberately avoided spending all of my time taking photos. I am often guilty of missing out on a moment as I try to capture it through my lens. I had vowed this trip would be different, and I succeeded!

I also chose to stay at a motel versus camping. Now, I know many of the purists in the crowd say camping under your wing is part of the romance and adventure, but honestly, I am way past that point. I'm on vacation and chose comfort over adventure.

The challenge on Thursday was no hotel shuttles from the airport. Of course, aviation has a unique way of solving these problems. People you have never met offer you a ride! So, off I went with more new friends in a Cadillac. I was happy to be in air-conditioned comfort that evening, and supported a local pizza place by having one delivered for dinner.

Friday morning, I was waiting in the motel lobby for the bus to the airport, when once again aviation solved that. As I stood there, a man in an Aeronca ballcap walked past. I asked if he was headed to the Middletown airport for the fly-in, and if I could catch a ride. Of course I could!

On the way, we stopped at another motel to pick up a passenger. His name is Jeff, and he flew his Champ from Spokane, Washington to Middletown, Ohio for the event. Let that sink in for a moment....

I asked Jeff to tell me his story as we drove, and it was a fascinating one – it took about 4 days to get to MWO from his home base, and of course many adventures were found along the way!

Kailey Tyburski got her Private Pilots License!

Two years ago my daughter Kailey asked me if I could teach her how to fly. It had been almost 30 years since I had my last student. Challenge accepted!

First, we needed to find an airplane to use. JW Aviation was gracious enough to check me out and let me instruct in their aircraft. The first several hours of airwork went great.

My main problem was transitioning from landing a 777 in my day job to a 152. Eventually Kailey's landings were better than mine and it was time for her solo flight. Even though I knew she was ready, it was definitely the most terrifying sign off I've ever had.



The next several months dealt us numerous cancellations due to weather, maintenance, and a better/longer than expected high school soccer season. We finished all her solo, night and X/C requirements and then final prep.

For her last phase of training, I took her to Winona Minnesota where I instructed and flew charter. We had a 172 for the week in our name. After many hours of throwing everything I could at her, she was signed off for her check.

Her examiner, Dr. George Bolon has been training and giving check rides for over fifty years. I knew this would not be an easy ride, but this was my daughter and I needed to know she was trained correctly and a safe pilot. She passed with flying colors!



Kailey is now off to the University of Dubuque this fall where she will continue flying and playing soccer for the Spartans.

Proud Dad - Kevin Tyburski



National Aeronca Association Convention, continued

Friday was the day we had the opportunity to go to the National Museum of the United States Air Force in Dayton, Ohio via bus. I had bought a ticket and was delighted to join all my new friends as we headed up the Interstate. My friend Michael Farley lives in Columbus, flies a Challenger jet, and brought his wife and two sons to the museum where we all met up for a day of wandering through what is one of the most incredible and diverse collections of aircraft on Earth. (If you have never been, please do yourself a favor and GO!)

We had been watching the weather on the way to Dayton, as severe storms were predicted that day. Sure enough, Mother Nature delivered, and it was pouring on the way up to and the way back from Dayton. As we got close to Middletown, we broke out into the late afternoon sunshine, only to see tall, dark, ominous clouds off to the west and northwest.

By dinnertime, it was obvious we were not going to escape the storms. Just as I finished eating dinner under the big event tent, everyone's cell phones began blaring alerts, and the tornado sirens went off. Now, I was born and raised in the Midwest. I know when this happens, a big tent is not a great shelter. The problem was there was literally nowhere to go.

Once again, only in aviation.... As I stood in the parking lot eyeing my options, a couple pulled up looking for a friend. I asked if they had room for one more, and thankfully they did. As we pulled out of the lot, the storm hit with full fury.

The sky was black as could be with strong wind, driving rain, and the sound of the tornado sirens wailing. I was worried for everyone on site, and also concerned about my Champ....

We got to the hotel to find the lobby full of very wet, very scared families who had just left a soccer match. Thankfully, the tornado missed the motel and the airport.

On Saturday morning, driving rain made it obvious the day's events would be delayed. I wanted to stay for the evening banquet, but I also wanted to get home for Father's Day and to celebrate my wedding anniversary. Sunday's forecast did not look good, so I decided to depart MWO right after lunch.

I cleaned up the Champ, found no damage, did a preflight and headed out. It was obvious after takeoff that the previous evening's storms had trashed the local area and flooded the fields. I headed back to Wabash, Indiana as my fuel stop.

2021 Calendar

Young Eagles

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

Saturday August 14th, 2021

Saturday September 11th, 2021

Saturday October 9th, 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.



National Aeronca Association Convention, continued

The flight began with minor bumps and some strong crosswinds, with hot and humid weather. It progressed into a very turbulent flight. Not much fun in a Champ!

Arriving at Wabash, I found that neither of the two runways really offered a great option to land without a strong and gusty crosswind. So, I chose to land on runway 18, and with some interesting bumps and rolls on final approach, safely landed for fuel and well-deserved break.

Checking the weather for the rest of my route, I found the winds in Chicagoland were gusting well past my personal limits for landing at Clow in a light taildragger. I planned a late lunch stop at the Lansing, IL airport, where runway 27 pointed almost right into a wind that was gusting close to 20 mph.

Leaving Wabash was easy, but I immediately discovered the gusty winds made for some moderate turbulence. Bouncing along in hot, humid weather started to wear me down, and eventually I decided to try to climb for cooler, smooth air. I discovered as I climbed through 3500' that a layer just above was smooth and cool but added a strong headwind component. Just above the thin layer of cool air, it was again hot, humid, and very turbulent. I chose to stay in the layer for about 35 minutes before descending again to gain a better groundspeed.

As I approached Lansing, it was obvious the wind forecast was correct. Landing on 27 made for a *very* short ground roll, and a most interesting turn off the runway. But I made it safely to the fuel pumps and then tied the Champ down to grab lunch.

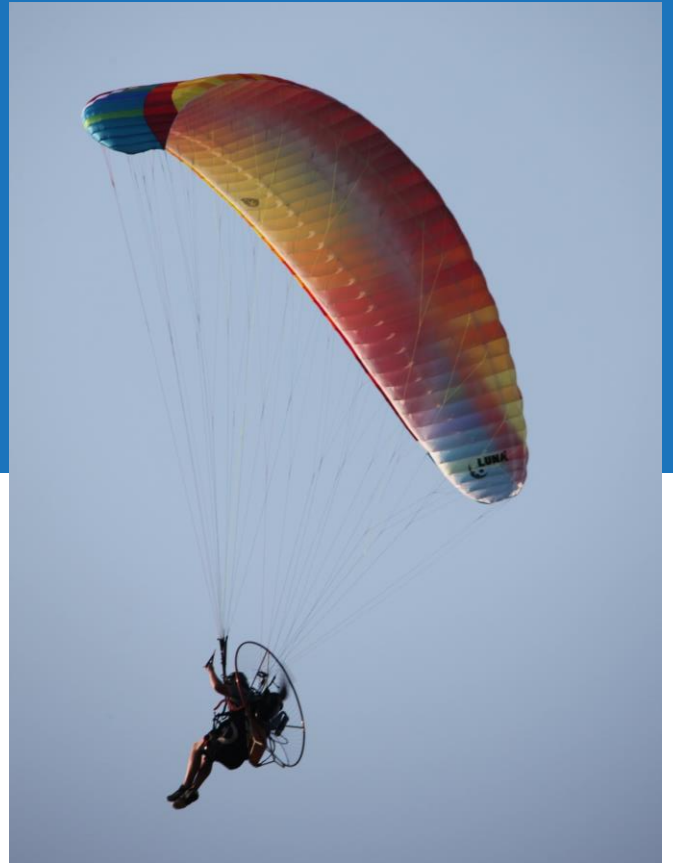
An hour or so later, after a quick nap in the air conditioned FBO, I checked the weather. The winds eased a bit and were forecast to continue slowly dropping. I decided to try one approach into Clow with the intention of landing at Lewis (KLOT) if needed, where I could tie the Champ down and call my wife for a ride home.

The downwind to runway 18 required a strong crab to the left, and I was bouncing all over. I mentally prepared myself for a go-around and began my base turn. The wind was definitely strong and gusty, but I had full control, so I turned final with the intention of landing at a slight angle to the runway.

That worked, and while my landing was more of an arrival than a graceful touchdown, I was home safely. It was a great adventure, a lot of fun, and to my amazement our Champ had won Best in Class (Post war Champ) at the convention. The plaque arrived the next week. It was an unexpected surprise!

Oshkosh Photos









Pietenpol update

The Pietenpol project is moving along well, with many new faces coming out to assist. Join us any Thursday evening from 7 to 9 pm in Hangar 461.

The wings and tail are back on the aircraft and the hardware is being replaced. A huge thank you to Bob Humphreys for coming out to show our youth what is involved in aircraft building.

We need YOUR assistance if this project is going to continue!

