

Making the Dream Come True

**YOU HAVE TO GO
LOOK FOR IT
IT DOES HAVE TO BE
EARNED**



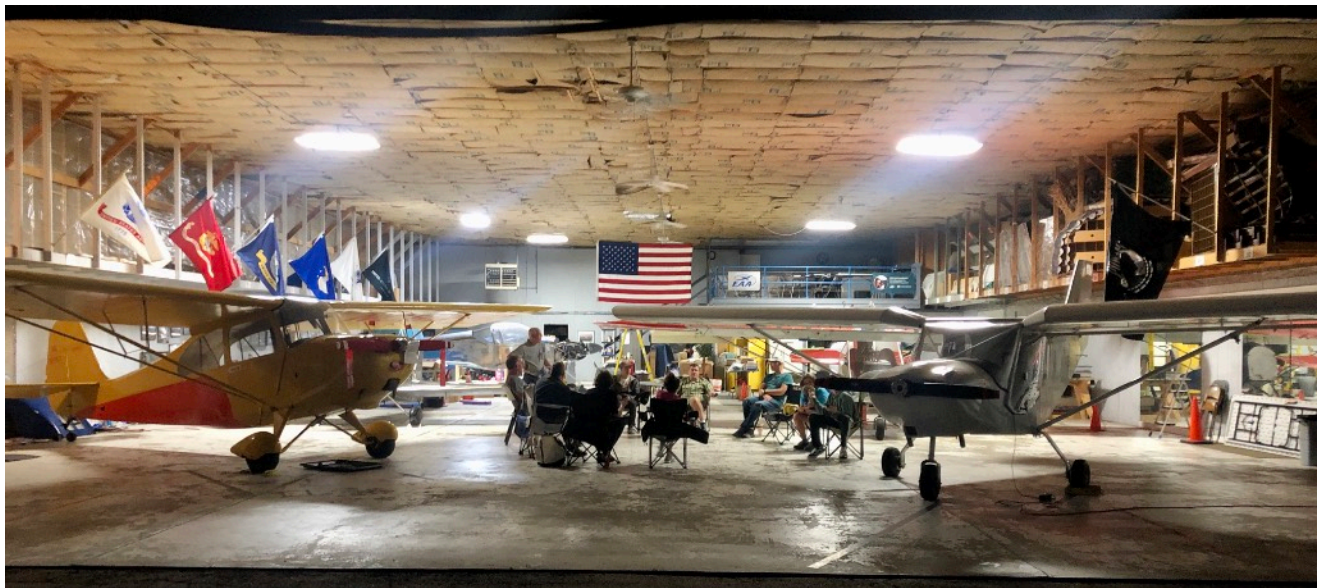
FROM THE ARCHIVES
FEBRUARY/MARCH
1987



FROM THE LEFT SEAT
THERE ARE ~275 DAYS
LEFT UNTIL OSHKOSH
2022



YOUNG EAGLES
293 KIDS FLOWN IN
2021!!



From the Left Seat

Greetings Chapter 461, and welcome to the October 2021 issue of your chapter newsletter - the 14th consecutive monthly newsletter Robbie has published since we set a goal to publish monthly.

And speaking of Robbie... I would like to thank Robbie for his service as our chapter Vice President over the course of the past year. We have faced some fairly dynamic challenges and special moments along the way, thanks in large part to constraints stemming from COVID-19 considerations and limitations. From leading the Young Eagles Workshop and the newsletter, to starting up Chow@Clow and covering for me when I was out globetrotting (Dubai, Germany, Mexico...), Robbie

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Clow International
Airport (1C5)



has been instrumental to ensuring we have remained on course. It is truly difficult to overstate the value of a steady, dependable co-pilot, especially when weathering the unexpected. Thanks again, Robbie!

Earlier this month, we closed out our regular Young Eagles season with another “sold out” event. Thanks to all of the pilots and ground volunteers who make the events a safe and enjoyable experience for our participants, parents, and - of course - the other volunteers.

On a personal note, I was pleasantly surprised by a letter and certificate from David Leiting earlier this month informing me that I have flown 200 Young Eagles flights. In fact, with your help and support, I have flown a total of 210 YE flights, 42 of them this year, as of October 9! Thank you!

And what would a round of thanks be without thanking Al Bally once again for his stewardship of our Young Eagles program. Rally planning poses some interesting challenges, especially when it comes to unpredictable midwest weather. Al did an excellent job of coordinating the efforts of the pilots and volunteers. Thanks, Al!

As we head into November, Al is preparing to take on the role of chapter VP, so we will be on the lookout for a new Young Eagles coordinator. Please let us know if you are interested; otherwise, we may just have to go “old school” and pick someone. :)

At some point in the next few weeks, we will be taking delivery of at least five computers and ten monitors that were donated to the chapter. These machines will be used to create a “simulator lab” in the hangar. We may need some help setting them all up, and we may also need to solicit donations of control yokes, rudder pedals, and simulator software. Please stay tuned!

In case you missed the email... Please fire up your crockpot, cook a batch of your best chili, and prepare to compete for bragging rights at our chili cook-off on November 4. As I mentioned in email, I will be dusting off my 2019 award-winning recipe to see if that win was a fluke or a sign of hidden culinary potential. (I think we all know it was a fluke, but I am holding out hope.)

Aviation For All Ages and Interests



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, 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.



Finally, as I write this, there are ~275 days left until Oshkosh 2022 (July 25 - 31, 2022). Tickets for AirVenture went on sale on October 21, and early bird pricing will be available until June 15, 2022. If you haven't already, it may be time to start making plans! (I am!)

VFRs!

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.

Election Guidelines

EAA 461 has our annual election on Thursday November 4th, 2021. Due to the unique nature of this years election, the following guidelines have been established by the Board of Directors.

It is the responsibility of the Board of Directors to provide guidance for the chapter leadership and to hold chapter leadership accountable for adhering to this guidance.

1. In cases where more than one candidate is competing for a position:

a. Candidates shall provide bulleted text (100 words max) containing the points they feel best qualify them for the position for which they were nominated.

b. Text must be submitted to contactus@eaa461.org no later than 11:59 pm CDT on Oct 28, 2021

c. Text shall be put into a presentation slide (one slide per candidate)

d. Slides shall be posted to a candidate information page (all candidates on a single page) on the chapter website

e. Information page link shall be shared with the membership via email no later than 11:59 pm on Nov 1, 2021

2. At the regular chapter meeting on Nov 4, 2021 following delivery of regular monthly updates:

a. Candidates for competitive offices will be granted 2 minutes each to represent themselves before the membership

b. After candidate presentations, floor will be opened so members may pose unique questions to the candidates

c. Candidates will be afforded a maximum of 1 minute per candidate to respond to each question

d. Challenging candidates shall respond first, incumbent candidates shall respond last

e. The question and answer period will continue until the members have no further questions

3. Voting process

a. Zoom

i. Lock Zoom room to prevent additional attendees from joining

ii. Check Zoom participants and request non-voting members to

OSHKOSH!!

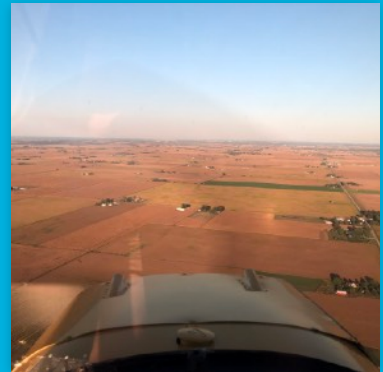
Future AirVenture Oshkosh Dates!

It's never too early to start thinking about OSHKOSH! AirVenture Dates

2022: July 25 - July 31

2023: July 24 - July 30

2024: July 22 - July 28



HANGAR NIGHT

Every Thursday evening from 7 pm to 9 pm we host a “hangar night” where we learn, we build, we socialize, and we work on our hangar.

No experience is required, no membership dues must be paid, and no expectations are set.

Come out, meet friends you haven't met yet, see what the buzz is all about, and join in the fun!

disconnect

iii. Manually disconnect non-voting members, if necessary

iv. Activate the Zoom poll

b. In-person

i. Members shall request a ballot at the ballot table

ii. Once a member's membership status is verified, member will receive a ballot

iii. Members take and mark their ballots

iv. Completed ballots shall be deposited into the ballot box

4. Results

a. Once all ballots are submitted

i. Zoom poll will be deactivated and results captured

ii. Ballot box shall be opened

b. Board members will count and tally ballots

c. Vote results shall be announced

d. Members will be asked to affirm the vote using a standard motion

Making the Dream Come True

Robbie Culver

If you're reading this, we're off to a good start. You're interested in aviation. And for some of you, you're reading because you're trying to find a way to make the dream come true. You want to earn your pilots certificate.

There's a couple of you in particular that I am thinking of as I write this. Chow at Clow evening chats in the hangar, talking to you on the intercom in the Champ, and seeing you work a Young Eagles rally at Clow. **You, yes you.**

I was born and raised around aviation. I don't remember not being interested in aviation, but I also sure don't remember being encouraged to earn my pilots certificate. It was a dream that simmered in my soul for a very, very long time.

It took me some time to realize I was going to have to work very, very hard to achieve that dream, and it nearly discouraged me from even trying. The problem is, I don't give up and I refuse to quit.

Like many people, the circumstances of life prevented me from achieving that dream for a very long time. A few years in the Navy,

Chapter Leadership

President & Web Editor:

Chad E. Carlson

Vice President: Robbie Culver

Treasurer: Josh Krecek

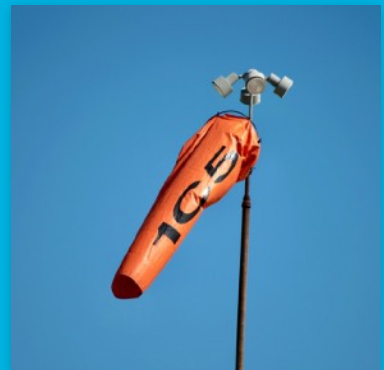
Secretary: Alexander Falco Sonnenberg

Newsletter Editor: Robbie Culver

Young Eagles Coordinator: Al Bally

Membership Coordinator: Angela Greer

Facilities Coordinator: Robbie Culver



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<http://bbclowairport.com>

a few failed attempts at earning a college degree, and a couple of bad relationships didn't help. But while I was dreaming, and waiting, I watched, I read, I learned, and I listened. And I am very glad I did - because it led me to the path that eventually had me earning my private pilot's certificate in December 2001. I spent years - decades, actually - pursuing this dream.

It does have to be earned. For most of us, and for many of you, it won't come easy, and it doesn't just happen - you have to go find it, you have to truly want it, and you have to be willing to work as hard as it takes to earn it.

You have to go look for it and be willing to work for it. There's a bunch of us who want to help.

Here's some suggestions from my experience. Your mileage may vary greatly. But if you watch, listen, and read it may help.

1. **Watch.** Go out to the airport on a day with a bit of wind, bring or borrow a handheld radio, and watch the pattern work. Listen to the traffic, watch the air work, and if you need to take notes.
2. **Listen.** Much like the Internet, aviation has good information and bad information. Almost all CFI's are rock-solid sources of excellent information and should be your first source to answer questions.

Non-CFI pilots are to be regarded like a social media site. Interesting information - but do some fact-checking! Hangar tales can be great to listen to, but not always a reliable or reputable source for learning.

3. **Read.** Find the source materials used to teach a person to fly, and read them. Study them. Understand them. Some examples include the *Airplane Flying Handbook*, the *Aeronautical Information Manual (AIM)*, the *Pilot's Handbook of Aeronautical Knowledge*, the *FAA Aeronautical Chart Users' Guide*, and the *Practical Test Standards (PTS)*.

All of these are available for free online - a quick search found these documents in PDF format. Much of this is the source material for your knowledge and oral exams, and none of it has to be purchased. See https://www.faa.gov/regulations_policies/handbooks_manuals/aviation/

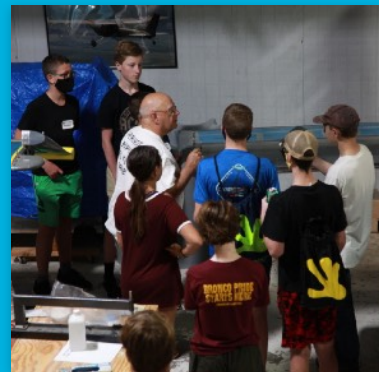
4. **Join a flying club.** One of the most affordable ways to learn to fly involve flying clubs, and many offer reasonable joining fees and block purchases of flight time.

The more often you can fly during your training the better - you will retain more, progress faster, and avoid the pitfalls of having to re-learn things simply because you learned it weeks before you're asked to demonstrate the skill. There's a flying club in the chapter hangar at Clow, and it offers particularly great rates for youth!

EAA's AeroEducate

AeroEducate is a free resource filled with age-based activities and clear pathways to aviation and aerospace industry careers where K-12 students can discover and ignite their curiosity in aviation.

www.aeroeducate.org



Inspiring Aviation Professionals of the Future

AeroEducate is a way for students, teachers, parents, and EAA chapters to interact with aviation in a whole new way. By signing up for a FREE AeroEducate account, you can find awesome web-based projects, experiments, and experiences that can earn points toward progressive AeroEducate Badges.

5. **Fly as often as you can.** Once you start training, fly every chance you get - even if it means taking time off work that you would normally use for a vacation, or giving up those weekly nights out. Dedicate some of your personal time to flying as often as you can. The difference is truly remarkable.
6. **Come prepared.** Before each lesson, know what you are going to be doing and study for it. I found that the more prepared I was mentally, the better I performed physically. Flying involves both your mind and your body, and to some extent your soul.

You'll need to dedicate a part of you to truly succeed.

7. **Study.** After you've read the source material, study it again. And again. Rote memorization is great for getting a good test score, but truly understanding the material is a more effective long term strategy.

See item 1, above. (By the way, a lot of that source material is actually interesting!)

8. **Pursue scholarships!** EAA 461 has a resource available at no charge, assembled by our own Gia and Angelina Kapp (you're both *awesome!!*) and filled with tips on applying for scholarships. Don't be shy - get to work and apply!
9. **DON'T GIVE UP!** There will be times in your journey that discourage you, experiences that make you question if this is the right path, and things beyond your control that prevent you from progressing. You can do this - go earn it!

Young Eagles

Al Bally, Young Eagles Coordinator

Hey Gang, I would like to thank everybody, Pilots and Volunteers for another great Young Eagles Season!

We gave 293 rides using 16 Pilots and many more Ground Crew, we had 7 major events for the season and 4 pilots gave rides on their own (David Kennerly did one in AZ).

Steve Russel had his 600th flight and we got a new pilot to join the crew - Konrad Palenik (thanks Wayne!).

Some of our flights were special needs which is an important part of our program and also we had a lot of first time flyers which is one of our main reasons for doing Young Eagles.

Thanks again for all the Young Eagles Pilots and Volunteers for all they do – looking forward to next year and all the great memories that come along with it!

Museum Revitalization: Project 21

Since its opening in 1985, the EAA Aviation Museum has showcased unique and personal artifacts that span aviation's history from the very beginning of flight to modern space travel. The Museum Revitalization is an exciting multiphase initiative to transform the museum into a vibrant year-round 21st century education and training destination.

[Click here for more information](#)



Project 21: A 30,000 square-foot addition featuring a Pilot Proficiency Center and Youth Education Center

Phase II: Digital upgrades to create immersive dynamic experiences for exhibits in the main museum

Phase III: Interactive experience to celebrate the grassroots movement of

From the Archives

During your chapter leadership's efforts to locate the original bylaws last winter, we found a folder of newsletters.

We hope you enjoy some of what we found, as we share it in coming issues.

From the February/March 1987 issue of EAA 461's newsletter:

COLIN KOEBEL'S LONG-EZ -

On February 26th I had an opportunity to visit Colin and Mary Koebel at their home, where a Long-EZ is in progress in the basement. I not only observed, but got a bit of education as well. Colin's workshop is large, very clean (he'll argue with me on that), and his tables are well-built.

The fuselage shell, complete with seatbacks and other bulkheads, firewall, aluminum fittings and rollover structure, are done, and Colin's next project will be the canard. He went down to Wicks Aircraft in Highland, IL around late Spring, 1986, but didn't begin actual construction on the fuselage until about October. He's buying the kits as he goes along; contrary to what some may think, there isn't a great deal of difference, dollar-wise, in buying the complete kit or in buying the plane by the chapters.

Once he had begun construction, Colin tells me he laid up the left (port) side of the fuselage exterior in about five hours, at which time Mary came downstairs and mixed epoxy while Colin resumed with the lay-ups. (If my notes are correct, that is). From what he says—and this is to allay the apprehensions of any would-be but not-so-sure Long-EZ builders out there—that the fuselage is a good place to start, get all the techniques used in building wings, canard, etc., and make, as well as correct, your mistakes; the nice thing about foam and glass is that a mistake oftentimes only needs minor reworking to perfect the completed part(s).

By the way, before he goes on to do the canard, it looks as though Colin will be doing the nose section of the Long's fuselage. That always looked like as much fun as anything you could ever do on this airplane—the foam used to form the nose and bottom of the fuselage is that stuff you can sand with another piece of the same foam, and cut with a kitchen knife. It's the Polyurethane foam also used in the wings of the KR-series of homebuilts.

Also, Colin is constructing a new hot-wire saw from parts and plans ordered by a fellow named Berkley out of Tehachapi, CA. This saw utilizes a high-tension system developed thru use of machined fittings at both ends of the wire, as well as compression washers. The wire doesn't use the wire that Rutan's saw uses, which has a 40-lb. max load limit on the wire. The wire to be used in this new saw has a 220-lb. limit. Together with arms of spruce with foam and glass (not too dissimilar from the materials used in the construction of the fuselage of Colin's Long-EZ), the high-tension tool should yield a far better cut due to its second-generation benefits.

I asked him about the panel, and Colin's done some work on design for that already. Right now it looks as though he'll be going with almost exclusively King equipment: Nav, Com (w/GS), ADF and Transponder. Although he's not sure about the Loran yet, he does have a unit he's been working on to reconfigure into the panel as a remote-mounted setup. As we talked, Colin took the faceplate off the Loran and showed me just how simple it would be to mount the display in the panel, the keyboard elsewhere, and the black box end of it underneath the seat. This would allow the Loran to be used and located in otherwise inaccessible places in the Long-EZ.

Colin went with the 2-inch wider rear seat in his airplane, and has also located the front seat 2 inches farther forward than called out in the plans. This will actually improve the CG, as Mike Melvill proved with his aircraft. Additionally, this Long will have the larger rudders, and Colin will be building the new Roncz canard. Other possibilities include a stand-by vacuum system (not as complex as you might think) and some smaller-in-diameter flight instruments, such as 2½" VSI and T&B. He will have the toe brakes in his airplane also, with the master cylinders mounted up front, and yes, the Loran antenna will be in the canopy. I saw the wire Colin had for it in his shop.

Work is coming along nicely on this aircraft, and I will be helping to do the canard with Colin as time moves on, so that means that progress reports on his ship won't stop with this interview.

We talked about much more, and I saw much more, than either time or space will allow here, so that's it for now. But you'll be apprised of latest developments—you may even be working with Colin on some of them!

Experimental, Limited, and Primary Category Aircraft Flight Training FAQs

EAA continues to push the FAA for a legitimate solution to the harm and confusion the agency has created with its recent interpretation involving compensated flight training in Experimental, Limited, and Primary Category aircraft. As previously mentioned, the FAA did an unexpected and stunning about-face from decades of standard policy with the change, disregarding longstanding aviation safety practices.

[Click here for details](#)

The Letter of Deviation Authority (LODA) process created to allow flight training to continue in Experimental aircraft is no more than an interim quick-fix until a permanent rule change that returns the common-sense flight training policy for this aircraft category, and the safety standards that are present with it. In parallel with the LODA effort is an upcoming exemption