

## The Friends I Do Not Know

**I HAVE INTERRUPTED  
HER MORNING  
RUDELY BY  
DRAGGING HER OUT  
ONTO THE GRASS**



**EAA 461 IS YOUR  
CHAPTER**  
EAA 461 IS IN SO  
MANY WAYS A BIG  
FAMILY



**FROM THE LEFT SEAT**  
JOIN US AT THE NEXT  
MONTHLY MEETING  
ON DECEMBER 2ND



**BOOK REVIEW -  
THE FLIGHT**  
SPOILER ALERT:  
LINDBERGH MAKES IT



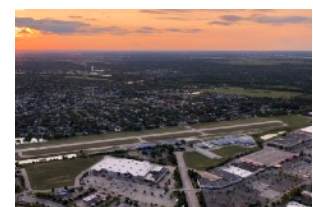
## From the Left Seat

**G**reetings Chapter 461, and welcome to the November 2021 issue of your chapter newsletter.

Normally, I prefer not to repeat myself (too much, anyway); however, there are several thoughts from the past month that I would like to memorialize in our newsletter archive. Consequently, most of what follows is a recap.

Earlier this month, we celebrated the life of Joe Ermel, an amazing young man who departed on his eternal flight west far too soon. I have collected many treasured memories at our airport over the last several years, but the kindness, generosity, and sincerity all of you brought together on

EAA Chapter 461 is a 501(c)(3) non-profit charitable organization based at Bolingbrook's Clow International Airport (1C5)



November 6 is the most precious memory I have had the privilege of making at Clow International Airport. Thank you.



On November 11, we held officer elections at our monthly chapter meeting. I am pleased to welcome Al Bally to the leadership team in the role of chapter Vice President, and I thank you for electing me to continue to serve as your chapter President for another term. I also thank Josh Krecek and Alexander Falco Sonnenberg who have chosen to continue to serve in their roles as chapter Treasurer and Secretary, respectively.

In addition to our leadership vote, we also hosted a handful of chili dishes in a modest cook-off. Earlier this month, when I sent acknowledgements and our list of winners, I forgot to thank John Marchese for taking care of arranging cook-off prizes. Thanks John! And, of course, congratulations to Aymee Zimmerman, John Marchese, and Wayne Brazinski on their first, second, and third place wins!

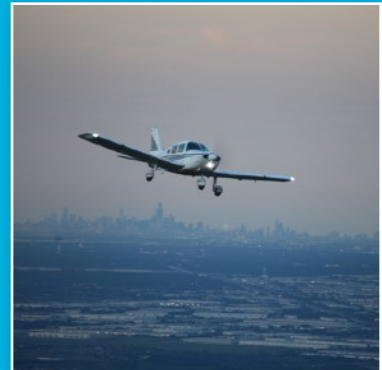
In other news: I would like to bring to your attention the fact that Jake Marchese (who is age 16 and not a Cirrus Aircraft Owner) did, with flight instructor approval, deliberately cause an airplane to become airborne while he was the sole occupant of said aircraft on October 30, 2021. Congratulations on your solo, Jake. Well done!

And finally, we hope you will join us at the next monthly meeting (Dec 2) where we will host an Ugly Sweater contest. If possible, please bring a dessert to share (cookies, cupcakes, or perhaps a veggie tray for the health-minded). Don't worry about plates or utensils - the chapter has more than enough.

VFRs!

## *Aviation For All Ages and Interests*

<https://www.eaa461.org>



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.

# The Friends I Do Not Know

*Robbie Culver*

**T**he crisp November air has a bite to it, the morning is still and quiet, and the grass shines with frost. Tread carefully. I prime the Champ, check the ignition is off, and pull the prop through exactly six times. I reach into the cabin and turn the mags on, then return to the prop and pull her sharply to start.

Charlotte, the Champ, does not feel like starting. It's cold, and I have interrupted her morning rudely by dragging her out onto the grass and tying her tail down. She makes me work for my fun today, and it takes a few more tries before the engine putters and coughs to life.

I return to the cabin, to verify the oil pressure is up. The air has a definite sharpness in the prop blast as I walk to the tail to untie Charlotte. She politely stays in place as I neatly bundle the tie down rope and toss it gently in the baggage sling, then pull the chock from the right wheel and clamber into the forward seat.

The ten minutes it takes her to warm up are spent relaxing in the cabin and contemplating the flight west/southwest to Cushing Field (0C8). Out on runway 36, a Cessna from the flight school departs and breaks the silence with her purr. I'm not the only one going flying this morning.

**I have interrupted her morning rudely by dragging her out onto the grass and tying her tail down**

The oil temperature gauge finally comes off the stop and I ease the throttle in to pull off the grass onto the taxiway. No hurry, not in an old taildragger. She is constantly reminding me to be kind, be gentle, be smooth. Stick full aft as she rumbles onto the asphalt, then stick forward and left to keep the wind behind us on the top of her elevator and right aileron. I can hear Nick Selig's voice in my memories as I do so, reminding me to fly her from the chocks until I shut her down at the end of the flight.

I slowly waddle down the taxiway to the run-up area and turn Charlotte at an angle, checking to ensure I have left room for anyone else who wants to get by. Her wings are long and I try to be a friend to others who are operating an aircraft at Clow today.

Brakes on and held tightly, stick back, power slowly up to 1500 RPM. Everything with Charlotte is slow and smooth. I let the

## 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.

power settle for a moment before turning the key switch to one mag, then back to both, then to the other mag, watching and listening as I do so. No surprises. Back to both, and then a slow and easy tug on the carb heat. As expected, there is not much change in RPM with a small Continental engine on a cold morning. But no coughs or stumbles, either.

A check that the primer is in and locked, verify my trim is set, and then double-check the radio and intercom are on and set. It's time to go.

It's a short taxi to the end of 36, down past the retention pond where several geese sit on the embankment, reminding me it is bird season and to take one extra look as I depart.

A quick scan at the end of the runway for traffic as well as birds, and then a radio call for departure. Out onto runway 36 and I ease the throttle in as I reach the centerline, stick full aft, and use the rudder to keep her pointed straight as I check the engine RPM and verify the airspeed is off the peg. Full power now, stick full forward, more rudder, and it is a short roll in the cool air. She flies off the runway smoothly and I smile at the revelation, the instant of flying. This is one of the most magical moments of any flight - leaving the ground in an aircraft under my control. It is a powerful experience.

**Flying a Champ is all about the experience, and Charlotte delivers every time**

As she climbs out, I watch very carefully for any feathered friends who are out and about, but there are none. I hear someone call departing Naper Aero, and make a mental note to keep an eye out for them. Soon enough, I am turning crosswind and making my radio call, ensuring I stay over the greenway between Clow and 95th street, just in case...

A short crosswind and it's time to turn left for the downwind departure, and another radio call. Now I focus on maintaining my airspeed, checking the gauges, and looking for traffic, while also looking for my next out should Charlotte decide this is a good moment for a test. She putters happily instead, and I watch my ground reference, making small adjustments for the slight breeze.

A turn on course as I am abeam the approach end of 36, and I look for my heading of 248 degrees. About 24 miles of low and slow flying ahead of me. I let Charlotte dictate the pace, and at 1800' I ease her throttle back to 2150 RPM, using the trim to find the

## *Board of Directors*

Chairman - Dean Karafa

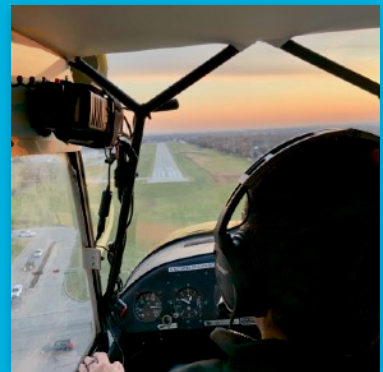
Angela Greer

Gia Kapp

Al Bally

**YOU CAN FIND  
US ON  
FACEBOOK!**

<https://www.facebook.com/groups/EAA461>



## **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!

sweet spot she loves. Looking out at the wingtips, I see that slight downward angle that tells me she's there. Her airspeed settles in and so does she.

As I head towards Route 59, my traffic scan has an extra emphasis, as there is a VFR corridor that goes north and south here. The traffic from Naper stays north of me, and soon enough I am out over open fields and country roads. Chicagoland is behind me and rural Illinois ahead. I find Route 71 off to my right, and follow it with my eyes, looking for my waypoints. A tower, an intersection of roads, and a distant red building. Right on course.

Friends I do not know pass ahead of and above me. Traffic no factor.



The flight is short, but wonderful. Flying a Champ is all about the experience, and Charlotte delivers every time. I gently tug the cabin heat to the on position, in faint hopes of keeping my toes warm since I forgot my electric-heated socks this time. What passes for heat is enough to keep my toes from complaining.

The cold air makes the Continental engine perform as if it has more power than it truly does, and the wonderful dense air is kind to Charlotte's wings. It is morning's like this that are well worth the extra effort involved in the mission, and the added layers of clothing are no burden for the experience. The oil temperature and pressure remain on a rail, unmoving. That's a good thing. Fuel looks good.

Fly along, look for traffic, check those gauges. Look for a place to land in case she tests me. Smile. Repeat.

Soon enough, Cushing's hangars are off in the golden fields I see ahead of me. I switch to 122.7 and hear a Luscombe depart runway

## Chapter Leadership

President & Web Editor:

Chad E. Carlson

Vice President: Al Bally

Treasurer: Josh Krecek

Secretary: Alexander Falco

Sonnenberg :

Young Eagles Coordinator:

Al Bally

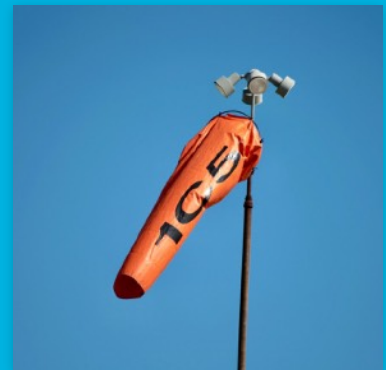
Membership Coordinator:

Angela Greer

Facilities Coordinator and

Newsletter Editor:

Robbie Culver



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18. The wind is just slightly different here than there, and I announce my position and intentions. Carb heat on, slowly, and throttle back, also slowly. There's a theme with Charlotte.

I let the nose come down slightly and the Champ begins a descent. Small adjustments in course and trim have me exactly where I want to be, turning to a 45 degree entry to the left downwind for runway 18 at 800' above the ground, which just happens to be over a country road on the east side of Cushing. A short radio call, just in case anyone is here. A scan for other aircraft.

### All good. I won't make the news by snagging the wires

Rudder first. You lead the turn in an airplane with wings this long. Right rudder, slight right stick, then level her out on the downwind. Another short call, and another scan for traffic. As I pass abeam my landing point, I gently pull the power back, and begin to add trim. The airspeed settles in at 80 mph indicated as I continue to reduce power and add trim. A beautiful moment, this.

Again, left rudder before the stick, a short radio call, and the stick comes back just....so....70 mph. The runway is ahead and left, and I begin the turn to final with another scan for traffic and radio call, left rudder, left stick. Slight pitch up for 65 mph, and a check of my glide path. All good. I won't make the news by snagging the wires. I touch the power to keep the engine clear in case I need it.

A quick glance at the gauges, then total focus on my landing. I want a wheel landing in the grass. It's easy, once you know how to do it. Wait. Wait. Now. I ease off the glide and level out, skimming the grass. Hold it. Hold it, don't flare, just hold it. The wheels touch the morning dew and I can hear a slight hiss as they spin up. The oleo struts absorb the landing and I hear a rumble - touch down. Carb heat gently off, trim forward, and power on slowly. Charlotte eases back into the sky.

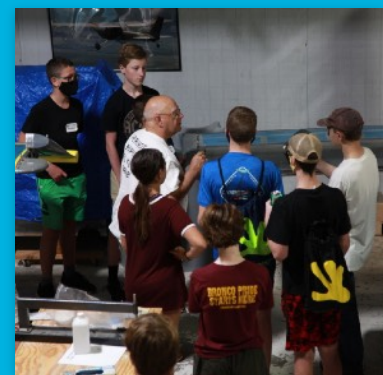
I glance off to my left at the area along the south end of runway 18. He's there. The friend I don't know, yet we have become friends because I fly to OC8 often. He and his dog are always there. The dog never runs onto the runway, yet races around happily. I envision him as a Border Collie, though in truth I have no idea. I have never met the man, nor the dog. He stands, watching.

He waves. I waggle wings. I can see his smile as I wave back, the dog racing off into the weeds. He passes behind me, and I fly off with a smile on my face for a moment shared with friends I do not know.

## 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](http://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.

# EAA 461 is YOUR Chapter!

*Lunas Talien*

**E**AA 461 belongs to you. It's your chapter, driven by your energy and your action. Now more than ever we need your help. Our efforts to engage youth, educate the community, create a social space for all who express interest in aviation, and continue to fly kids all require your help.

You chose to join the organization for a reason - something about EAA caught your attention. You fly, or you want to fly. You are building a project, or dream of doing so. Maybe your children went for an airplane ride. Airplanes and aviation interest you for some reason - possibly aviation calls you in a way that defies expression. Certainly something about EAA feels like home. We can all relate, even those that are not active pilots!

Our chapter offers opportunities for all. But to succeed and grow, to reach more youth and educate more airport neighbors, we need more of you engaged. EAA 461 is no different than any other volunteer-run organization in this regard.

## [You do not need to have a pilots certificate to participate](#)

A member recently asked if there are opportunities in EAA 461 for non-pilots. The answer is a resounding YES! We can always use help with our youth programs, our hangar activities, our build project, organizing meeting presentations, and at every Young Eagles rally!

You do not need to have a pilots certificate to participate, and regardless of your age, available time, or your experience, there is a role for you. The amount of time you dedicate to EAA 461 is always a personal decision, and well understood. We all juggle work, home, life and constantly changing activities.

Specifically, we need meeting presentations organized and planned. Come out on a Thursday evening and join hangar night. We need help in the hangar to finish the loft area and set up the flight simulators. Our Young Eagles rallies for 2022 need planning. Maybe you have ideas that you'd like to see implemented? Step up and turn them into action!

Quite honestly, our chapter could use a bit of healing. We lost a bright, shining star in Joey Ermel. Our recent election was a bit tense. To move forward, we need to do so together.

## *EAA Homebuilders Week Online Webinar Series Returns in January*

EAA is bringing back its Homebuilders Week series of online webinars in January 2022, following the big success of the inaugural series earlier this year. The upcoming series is scheduled for January 24-28, 2022, which encompasses the 69th anniversary of EAA's founding on January 26, 1953.

[Click here for more information](#)

EAA Homebuilders Week virtual presentations are open, free of charge, to everyone interested in building an aircraft. The event is sponsored by Aircraft Spruce & Specialty, Dynon, Scheme Designers, Van's Aircraft, and Zenith Aircraft.

The six daily live presentations will begin at 11:30 a.m. Central Time each day (Monday through Friday) and continue until 8:15 p.m.

Recordings will be archived and available to EAA members for review after the week's presentations are completed.

EAA 461 is in so many ways a big family. We all share the same interests and it would serve everyone, and help the airport community, to remember this. It is so easy to be divided in today's world, but maybe instead we should choose to stand together.

As we move into this holiday season, we all have so much to be thankful for. Please. Take some time to consider if you can pitch in and help our chapter heal, grow, and move forward. Together.

## Book Review - The Flight by Dan Hampton

*Rick Ernst*

**L**ike you, I eat, sleep, and breathe aviation. But apart from the FAR/AIM, Tony Bingelis's books on airplane construction (highly recommended), and Mike Busch's books on airplane maintenance (very highly recommended), I don't particularly read much aviation. So, I didn't have my hopes set very high when a non-aviation friend recently gave me a copy of Dan Hampton's *The Flight*, a 271-page account of Charles Lindbergh's 1927 non-stop flight from New York to Paris.

Less than one chapter in, though, I found myself drawn in by the level of cockpit-centered detail that fills every page. The book is well researched, with a considerable bibliography full of recent and contemporaneous sources, including many of Lindbergh's own writings and interviews. We read about the RPM setting on the Spirit of St. Louis's Wright J-5 radial engine at pretty much every phase of the flight, and the fact that the Spirit was not a particularly hands-off-the-stick airplane. Hampton describes Lindbergh performing a magneto check, though why the one and only mag check mentioned in the book comes 11 hours into the flight, in the dark, when the Spirit was already well off the coast of Newfoundland, is not commented on.

Hampton—the former Air Force pilot and author, not the former Bears defensive tackle—writes good, engaging prose. It says something that a book that's essentially about a man sitting in a wicker chair for 33 hours without dying (spoiler alert: Lindbergh makes it safely to Paris) is engrossing without breathlessly describing every moment at which Lindbergh came perilously close to certain death, and without resorting to the kind of hero worship you might expect.

The flying is completely relatable to 21st-century general-aviation

### *Experimental Category Fatal Accident Total Drops Again*

Safety for experimental category aircraft in the U.S. over the past 12 months continued the trend of improvement seen over the past 15 years, as the fatal accident total fell another five percent and finished below the Federal Aviation Administration not-to-exceed number for the federal fiscal year ending September 30, 2021.

[Click here for more information](#)

This decrease in fatal accidents mirrors a year of substantial improvement in overall general aviation, even with increased flight hours over the past 12 months.

There were 42 fatal accidents in experimental category aircraft during that period (October 1, 2020-September 30, 2021), five below the FAA's not-to-exceed number set for the year. Of that total, 33 were in amateur-built aircraft.



pilots. Lindbergh's pilotage navigation on the last leg of the flight into Paris's Le Bourget airfield is described in a way that is immediately familiar to any of us who have ever been not-quite certain as to our location (especially at night, especially in the days before GPS):

That's where to look: northeast of the Eiffel Tower for about ten miles. Yes...there's a black patch to my left... Glancing at his chart, Slim [Lindbergh] figures this is in the right place, though he had expected it farther away from the congested areas. The shape seems to fit, though it occurs to him that he might have marked the wrong spot on the map.

**a book that's essentially about a man sitting in a wicker chair for 33 hours without dying**

A description of Lindbergh switching to instrument flight (I wouldn't call it IFR, since there weren't any rules) resonated particularly with me:

It's time to transition to instruments, and "flying blind." Anything he sees outside at this point will just be a distraction, and there's comfort in the cocoon of the cockpit, with the familiar dials and the mental precision of blind flying... Suddenly everything beyond the windows vanishes. Even the stars are gone... Nothing else exists now, he tells himself; my world and my life are compressed within these fabric walls.

Give *The Flight* a read this winter, during one of those weeks when the weather just isn't up to your personal minimums. You can probably buy this book on Amazon, or just swing by hangar 3 and grab my copy in the upstairs lounge. Just be sure to leave it out for the next fellow chapter member when you're done.

## Eat at Charlie's!

<http://ordercharliesrestaurant.com>

Charlie's is our on-site airport restaurant! It's a great place for breakfast or lunch, and offers food, friendship, and a great view of the ramp and runway!

Charlie's offers a wide array of fresh food – garbage skillet, biscuits and gravy, breakfast sandwich, cheese omelette. They use the freshest ingredients in preparing their food to provide the best quality and taste. Try their delicious food today!

## FAA Proposes Allowing BasicMed for Safety Pilots

The FAA is proposing to fix a technicality in the Federal Aviation Regulations that prevents pilots flying under BasicMed from operating, in most cases, as safety pilots under simulated instrument conditions. The fix is included in a recently released notice of proposed rulemaking (NPRM) that requires commercial balloon pilots to hold second-class medicals, to fulfill a Congressional mandate implemented after a high-profile accident several years ago..

[Click here for more information](#)

When the FAA created BasicMed in 2017, it directly copied the law passed by Congress that required the agency to do so. While this allowed for an expedient rulemaking process, the rulemakers took the congressional language literally that only pilots in command (PICs) could utilize the new program.