



**FLYING THE TAC**  
AN ADVENTURE  
AROUND THE  
CHICAGO TERMINAL  
AREA CHART (TAC)



**YOUNG EAGLES**  
FIRST RALLY OF THE  
YEAR IS ONLY ABOUT  
6 WEEKS AWAY!



**FROM THE LEFT SEAT**  
JOIN US FOR HANGAR  
NIGHT EACH  
THURSDAY AT 7 PM!



**MORE HISTORY  
FOUND**  
WHAT CLOG LOOKED  
LIKE IN 1976-1977



## From the Left Seat



**G**reetings Chapter 461. Yep, you guessed it - I am going to make you weather another cliché - or is that make you another weather cliché? In any case, and before I do, please let me offer some sage advice that has served me well for more than forty years: "It is better to know whether there will be weather than what the weather will be." (The Phantom Tollbooth, by Norton Juster). If you are still with me at this point, I hope this finds you warm and well as we start our initial ascent into March and warmer weather.

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



Okay, I know some of you are probably thinking “Come on Carlson, what is with that opening? Can you not be serious for once?” Well, many of you know that I have a warped and geeky sense of humor. Those of you that do not will figure that out soon enough. What can I say? I am an engineer. I make jokes that make others cry. It is an occupational hazard I made peace with a long time ago.

Frankly, dear member, I maintain a sense of humor because sometimes it is easier to laugh than cry. I have no interest in hijacking your newsletter with a message that infuses our lifestyle with the sour taste of world affairs, and as an officer of your 501(c)(3) nonprofit organization, I must refrain from suggesting any particular point of view. That said, I can tell you that I have deep personal and professional interest in the events unfolding in Ukraine, and the past several days have caused me to lean heavily on my sense of humor to weather grief, anger, and despair.

Thank you for understanding.

Due to a myriad of external factors (see: weather), progress on Lounge-461 has been a bit delayed, but we are still moving things forward! The “Hangar Night” crew began working on the electrical and lighting items last week, and we will continue to work through lighting and the ceiling in the second week of March.

If you are interested in getting involved in Lounge-461, SimLab-461, or our Pietenpol build, or please join us at “Hangar Night” on Thursdays at 7:00 pm, or at “Chow @ Clow” at 5:00 pm on Sundays. You may also check the events section of our website (<https://www.eaa461.org/events/>) for the most up-to-date view of chapter events, or you can request more information via email: [contactus@eaa461.org](mailto:contactus@eaa461.org)

#### Chapter Waypoints:

We received a donation of a sizable Sport Aviation Magazine collection to boost the volume of our chapter library. We are still working with the donor to sort out logistics.

On Dec 16, 2021, EAA HQ informed us that EAA Chapter 461 and Clow Airport have been approved to host an EAA Ford Trimotor aircraft June 3 - 5, 2022 in conjunction with our annual Cavalcade of Planes! Volunteers will be needed to support the aircraft and flying operations. Details from EAA are as follows:

[EAA Chapter Manual](#)

[EAA Chapter Hosting Summary](#)

VFRs!

## *Aviation For All Ages and Interests*

<https://www.eaa461.org>

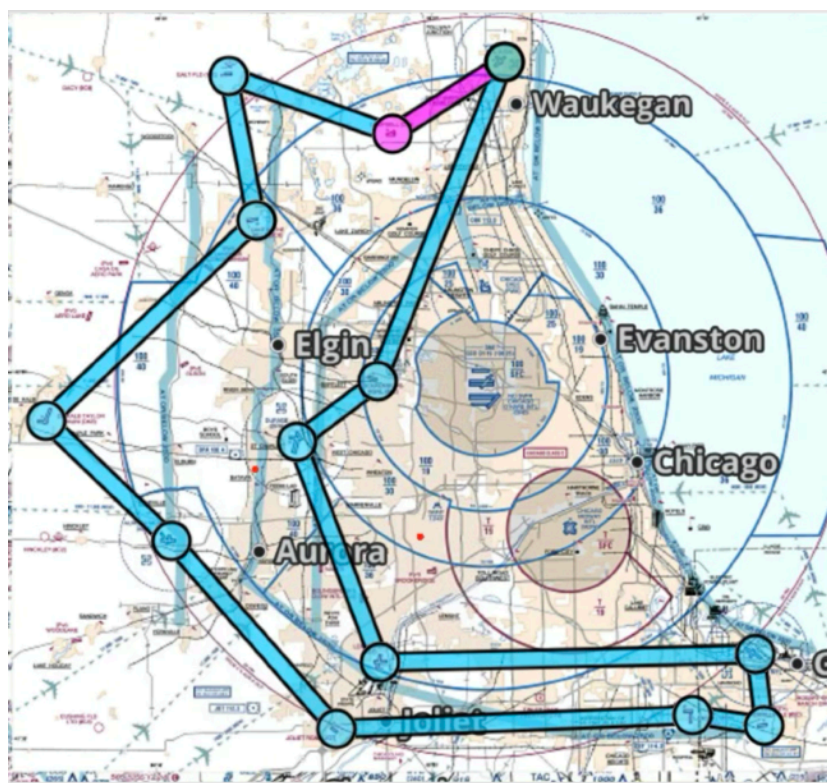


Whether you fly, build, restore or simply enjoy airplanes and aviation, you are welcome to attend our events and join our chapter. We are a group of aviation enthusiasts, aircraft builders, and pilots who get together with like-minded people to share ideas, exchange information, encourage safety, serve the local aviation community and have a lot of fun doing so.

# Flying Around the Chicago Terminal Area Chart

*Robbie Culver*

This is what happens when no one contributes articles for the newsletter! I have to write them all, and you get to read them. This time around, an adventure around the Chicago Terminal Area Chart (TAC). I decided to try to fly to as many airports on the Chicago TAC as I could in one day, with the obvious exception of O'Hare (KORD) and Midway (KMDW). At the time, our Piper Cherokee was based at Waukegan (KUGN).



On September 25th, 2006 I flew the following route: KUGN - C81 - 10C - 3CK - KDKB - KARR - KJOT - KIGQ - 05C - KGYG - KLOT - KDPA - 06C - KUGN. Some of you may ask "WHY?!" Well, because. It is challenging, with several very short flights, it is different than the average hamburger run, and it was a lot of fun both to plan and execute! (It was also very tiring!!) Not bad, but my goal is to one day land at all of them (except ORD and MDW) in one day.

Planning the route took some careful consideration. I wanted to avoid the Class Bravo airspace for obvious reasons, but also wanted to maximize efficiency in hopes of completing the flight. I

## 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.



also wanted to stop for fuel and food about half way through the flight, and to complete it with plenty of daylight to spare.

Weather was also a consideration. I planned to do the route VFR, which meant that ceilings and visibility would have to be well above minimums for the entire route. September usually makes for good flying weather, and I lucked out a bit in planning - one of the first days I scheduled the flight was perfect.

The morning of the flight, temperatures, visibility, and wind all seemed reasonable and well within my personal limits. The wind was predicted to be from the West/SouthWest at about 10 mph, headed towards 15 mph with gusts to 20. I fueled the Cherokee the evening before, and made certain to check for TFR's and airspace/airport closures the morning of departure.

At the time, GPS was readily available, but the "app" based software was still years away. I had a Garmin portable unit that I used in flight, along with the TAC in my lap with the route clearly marked. I also had all of the frequencies on an index card, laid out in the order of the legs I planned to fly and clipped to my kneeboard. A pen and paper were under the notecard. Each stop would involve a landing, some with a full-stop/taxi-back.

The first leg had me departing Waukegan (KUGN) for the short flight to Campbell (C81) which is 12.5 Statute Miles (sm) southwest - not far. A Cherokee 140 cruises at about 125 mph, more or less, so the flight was about 10 minutes. As it turned out, the short flight legs were some of the most challenging.

Departing the UGN Class Delta left me with literally minutes to make my radio calls and set up for the pattern at Campbell. Campbell is a bit older, with runways that can best be described as "deteriorated." That's pronounced "very bad."



C81 - Grayslake, IL

And this was in 2006. The airport is for sale now, if you are interested I am sure it is a bargain at \$8,000,000 or so. Perfect for the pilot looking to spend another several million to refurbish the

## Board of Directors

Chairman - Dean Karafa

Al Bally

Angela Greer

Gia Kapp

Jeff Krasowski

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Rich Tichy

## YOU CAN FIND US ON FACEBOOK!



## HANGAR NIGHT

Every Thursday evening from 7 pm to 9 pm we host a "hangar night" where we learn, we build aircraft, 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!

place! (And the neighbors all LOVE the airport! Really!)

A full-stop/taxi-back was in order for my first stop, so I set up for the left traffic to runway 27, entering at a 45 degree angle as is expected. It felt like I had just departed Waukegan as I powered back for the pattern entry. One down, so many more to go...

From Campbell, I headed towards Galt (10C) which is 16.3 sm. This leg allowed me a bit more time, but not much. The route of flight took me over the old Northern Pump airfield, which you can read about [here](#). It's a cool old airport that just kind of faded away, but was still very visible in the farm fields.



Northern Pump airfield

Galt is a really cool airport, with an active EAA chapter, a lot of aviation going on, and one hard-surface runway with a crossing grass runway. I remember the pattern being very busy as I tuned in to 122.8 and listened. The full stop landing was followed by lengthy taxi back and wait for departure. It gave me a chance to think through the next leg of my adventure.

## Chapter Leadership

President & Web Editor:

Chad E. Carlson

Vice President: Al Bally

Treasurer: Josh Krecek

Secretary: Alexander Falco

Sonnenberg :

Young Eagles Coordinator:

Al Bally

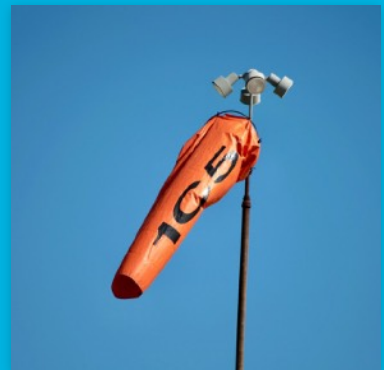
Membership Coordinator:

Angela Greer

Facilities Coordinator and

Newsletter Editor:

Robbie Culver



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10C - Wonder Lake, IL

From Galt, it was on to Lake in the Hills (3CK) airport in Crystal Lake. Another short flight at 13.8 sm, and another whirlwind of activity as I tuned in to 123.05. By now, I was used to the pace. Lake in the Hills is another busy airport, and the radio calls were nearly non stop. I set up for a 45 degree entry for runway 26 and found a gap in the traffic. Another full-stop, taxi-back arrival.



3CK - Lake in the Hills

Next up - DeKalb (KDKB) which was 27.2 sm and a bit of a respite from the short legs. Approaching from the north, DeKalb can be very challenging to find for such a large airport. All my previous flights had been from the south or southeast.

When I tuned in to 122.7 there was no one in the pattern. Approaching and finding my way in to the pattern was easy, and I did a touch and go on runway 27.



KDKB - DeKalb, IL

By this time the wind had come up a bit, and I recall the bumps

## *Tickets Now on Sale for EAA AirVenture Oshkosh 2022*

Weekly and daily admission tickets for the 69th edition of EAA AirVenture Oshkosh, EAA's annual fly-in convention, are now available online for the event at Wittman Regional Airport in Oshkosh, Wisconsin, on July 25-31, 2022. Additional special offers and advance purchase parking passes will be available in the coming weeks.

[Click here for tickets](#)

Again in 2022, all attendees ages 18 and under are admitted free, supported in part by The Boeing Company. In addition, EAA members who purchase admissions prior to June 15, 2022, are eligible to receive their admission wristbands in advance via the Express Arrival program.

While admissions are available at the gate, early online purchase gives the best discounts, options for faster entry to the grounds, and additional information and insights prior to the event.



being a bit more vigorous as I headed to Aurora (KARR). This was another short leg at 16.3 sm, and ARR is a Class Delta with a tower and lots of flight training. Let the fun begin! I couldn't even get a decent photo due to workload - oh, the humanity!



KARR - Aurora (located in Sugar Grove, IL)

The full-stop, taxi-back was predictably time consuming. Aurora is a training tower, where newer ATC team members go to learn. As a result, things move a bit slower. That was okay with me, as I needed to relax for a few minutes. The next leg was to Joliet (KJOT) and took me back into the busier airspace beneath the Chicago Class Bravo.



KJOT - Joliet, IL

The flight to Joliet was 23.4 sm, and did indeed have more traffic on the way. Joliet is also a bit challenging to find, but tuning to 122.7 did not indicate much traffic. The landing had a bit of a crosswind, other than some increased turbulence on final the flight was relatively easy. I was, however, feeling the effect of the short legs and increased workload.

As I departed Joliet for Lansing, my planned fuel and food stop, the bumps became even more pronounced. The AWOS at JOT told me the gusts were over 20 mph, and it certainly felt like it. The 33.4 sm flight let me climb a bit and get out of the worst of it, but upon descent I could really feel the wind. Luckily, Lansing has a 9/27 runway which was almost directly into the growing breeze.

It was time for a break, some fuel, and lunch. Luckily there is a great place at Lansing, conveniently located very close to the fuel

## FAA Administrator Dickson Resigns

FAA Administrator Steve Dickson announced his resignation on Wednesday, saying he will be leaving the agency at the end of March, midway through his five-year term. The Department of Transportation and the White House will work to name a successor.



[Click here for details](#)

"As I wrote in my letter to President Biden, it is time to go home," Dickson said in an email to FAA staff, as he cited separation from his family in Georgia as a major factor in his decision. "Although my heart is heavy, I am tremendously proud of everything we have accomplished together over the past several years.

The agency is in a better place than it was two years ago, and we are positioned for great success. It has been the privilege of a lifetime to serve alongside you."

pumps. I fed myself and the Cherokee, and watched the wind sock dance on its pole. It was definitely getting windy. As I ate, I contemplated the next several very short flights to Griffith-Merrillville Airport (O5C) and Gary, Indiana (KGYG). Lansing is so close to the Illinois/Indiana border, that departing runway 9 takes you into Indiana almost immediately.



KIGQ - Lansing, IL (right at the Indiana/Illinois state line)

The distance from Lansing to Merrillville is 6.8 sm, and from Merrillville to Gary is another short 6.8 sm. These would be challenging legs to fly, especially since Merrillville can be very difficult to find, and Gary is a Class Delta airspace with a control tower. The distance from the runway at O5C to the edge of the GYG Class Delta airspace is about 1 1/2 miles.



O5C - Griffith-Merrillville, IN

Departing Lansing towards the west gave me time to make a wide approach to O5C from the south west. It also gave me time to locate the airport in the middle of suburbia. Even knowing where it was, it was hard to find. A touch and go and another turn to the south gave me time to pick up the ATIS at GYG and call the tower from a reasonable distance. I did a full-stop, taxi-back at Gary. Next up, Lewis (LOT).



KGYG - Gary, IN

The leg from GYG to LOT was relatively easy, just follow Interstate

## *EAA and Other Aviation Stakeholder Groups Commit to Lead-Free Aviation Fuels Transition*

Leaders of aviation and petroleum groups, including EAA, have committed to an initiative laying out a clear plan to transition piston-engine aircraft to lead-free aviation fuels by the end of 2030.

More information can be found [here](#).

Announced at the National Press Club in Washington, D.C., today, the Eliminate Aviation Gasoline Lead Emissions (EAGLE) initiative calls for an industry and government partnership to expand and accelerate the actions and policies necessary for a viable high-octane unleaded replacement for the current 100 octane low-lead aviation gasoline (100LL), without compromising the existing U.S. transportation infrastructure system, aviation safety, and the economic and broader public benefits of general aviation.



80. But the wind was now a factor, and it was rough down low. Typically this leg is flown at or below 2500' but that wasn't practical in the turbulence. I stayed south of Interstate 80 to avoid any chance of getting into the airspace to the north. At 35.2 sm, this was a chance to settle in for a bit after the past couple of short flights.



KLOT - Lewis-Lockport

The wind was now a factor, and I made adjustments to my pattern at Lewis as a result. With a strong west wind the drift in the pattern really affects the flight path and it is easy to end up farther away than anticipated. The downwind leg is fast, and the turn to base leg and final requires planning as the wind carries the aircraft away from the intended path. Runway 27 is long enough that I did a touch-and-go, then headed for the Route 59 flyway to go north to DuPage (KDPA) and Schaumburg (O6C).

The Route 59 flyway (which I wrote about in [the February 2021 newsletter](#)) is a predictable and easy to follow route of flight that allowed me to leave LOT and have time to pick up the ATIS for DPA, and offers good reporting waypoints (LL10 - Naper Aero). The flight is 22.1 sm straight-line, but with the flight to the flyway, it was a bit longer. Since calling DPA at 10 miles is a polite and wise method of communication, that left little time to listen to the ATIS and write it down. Plus, DPA can be...*grumpy*...(not to be confused with Colin, mind you).

At first, the controller did not want to let me use runway 27 due to traffic. For a moment, I considered skipping DuPage and just heading to Schaumburg, but then the tower gave me 27 but from a left base leg. A little different than a standard approach, but it was another good challenge. With a strong west wind, the base leg was flown with a good crab angle into the wind to stay on track.



KDPA - DuPage Airport

My landing can best be described as an arrival. I took the time as I

## Celebrating Van's Aircraft RV 50th Anniversary

The 50th anniversary of the Van's Aircraft RV series, which has become the world's most popular kit airplane, will be a major element of homebuilt aircraft activities at EAA AirVenture Oshkosh 2022. EAA AirVenture Oshkosh, the 69th edition of the EAA's fly-in convention, is July 25-31 at Wittman Regional Airport in Oshkosh.



"While aircraft kits have existed for more than a century, it was 50 years ago that Richard VanGrunsven introduced a model that would move the homebuilt movement into an age where kit aircraft would become dominant," said Charlie Becker, EAA's director of chapters and homebuilt community manager. "Today, more than 11,000 completed RV models are the direct descendants of that first RV-3 in 1972. We invite all of them to be present at Oshkosh as we celebrate a half-century of success."

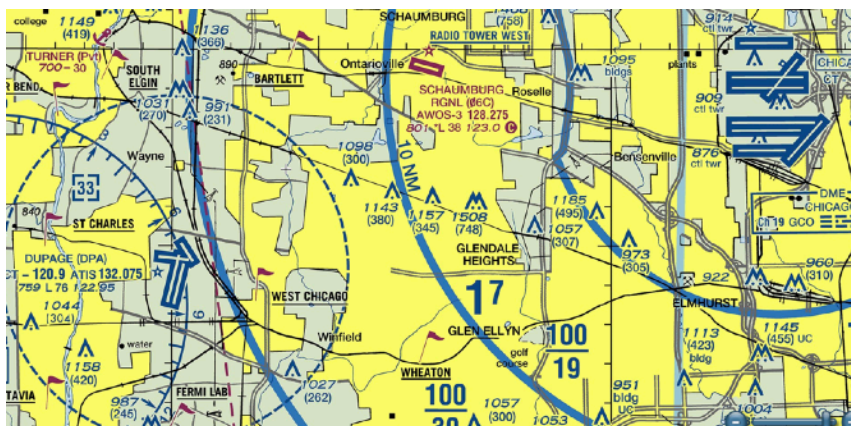
Read more [here](#).

taxied back to runway 27 to regroup and look for dents in the runway. Thankfully, there were none. The next leg would be a real challenge - DPA to o6C is 9.4 sm and took me under the Class Bravo shelf with a 1900' lower limit and jets departing O'Hare (KORD) right over me. It's an easy airspace limit to miss and I was determined not to do that.

Schaumburg is also a bit difficult to locate, and from my southwest arrival, I was hoping to enter the 45 degree leg to the left downwind directly. It was, at best, a guess as to where to aim the nose of the Cherokee. I wish I could say I did a good job, but let's just say I didn't *quite* bust any airspace.



o6C - Schaumburg Regional Airport



The route from DPA to o6C takes you under the Class Bravo 1900' shelf. The ORD surface area is just to the east of o6C.

I did another full-stop, taxi-back landing at o6C. By now, the day had caught up with me and I was feeling it. I was more than ready to head home, and the next leg was back to Waukegan (KUGN). This route was relatively easy at 32.2 sm, but did include a short segment under the same 1900' Class Bravo shelf and along a route that passes near enough to Palwaukee (KPWK) that traffic is always a concern. The west wind was now routine, and the flight was an easy one. Plenty of time to pick up the ATIS and call Waukegan tower. Soon enough, Great America (the reporting point for UGN's tower) came into view. I was pleased to have a nice landing to end the day, and taxied back and shut down at the tie-downs on the ramp.

Total flight time was 4.1 hours, with a fuel and food stop at KIGQ

## Top Air Show Performers Commit to EAA AirVenture Oshkosh 2022

Some of the world's top air show performers have made commitments to fly at EAA AirVenture Oshkosh 2022 as part of the afternoon and night air show lineups.

Those performers include aerobatic champions and longtime Oshkosh favorites for the 69th EAA fly-in convention, scheduled for July 25-31 at Wittman Regional Airport. The event features nine air shows over seven days, including night air shows on July 27 and July 30. The daily afternoon air shows are presented by Daher and Pratt & Whitney, while the Wednesday, July 27, night air show is presented by Covington Aircraft.

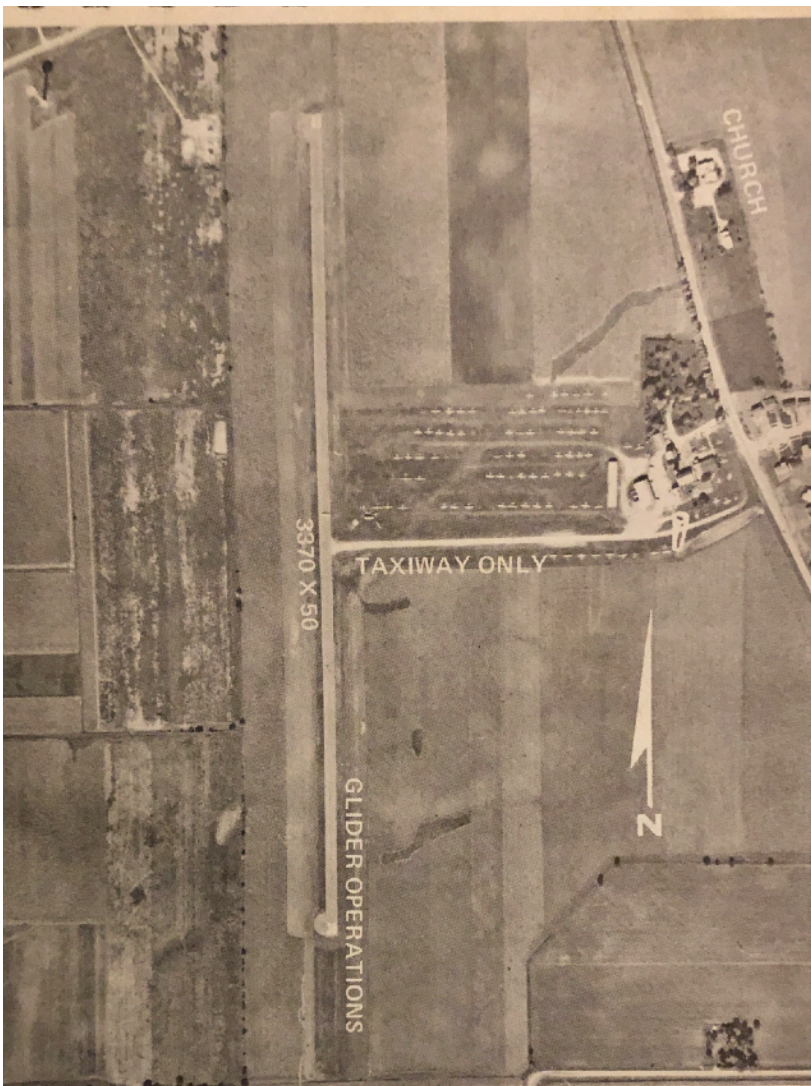
"This is already an outstanding all-star air show lineup and we're just getting started," said Rick Larsen, EAA's vice president of communities and member programs, who coordinates AirVenture features and attractions. "There are returning performers, new air show acts, and particular aircraft connected with specific events and anniversaries. week unforgettable."





KUGN - Waukegan

(Lansing). It is worth noting that there was no effort here to land at *every* airport. At the time, I think there were about 18 public use airports shown on the TAC - some have since closed - my logbook shows I landed at 13 of them.



**Clow airport as seen in the 1976-1977  
Illinois Airport Directory**

!

**PLAINFIELD — CLOW**

Elevation: 670'

From City: 8 miles NE of Plainfield

Operator: B&amp;B Aircraft

AC 815-436-3930

Ravon Aviation, Inc.

AC 312-759-6300

Manager: O. Boyd Clow

AC 815-436-3930

Landing Pattern: Left 600'

Runway Surface: Bituminous

Lighting: Dusk till 0200

Repairs: Yes

Fuel: Low Lead 100

WX/FP Services: DPA FSS

AC 815-727-9234

Meals: Snack bar-closed

Mondays

Remarks: Do not fly over Church

on Sunday 10-12 a.m. Caution:

Glider activities. Proposed ext.

to 4570' during 1976

**RADIO FACILITIES**

Facility Name:

Brng. Dist. Freq. Ident. Code

PLAINFIELD — CLOW

99

## More Clow History

Last months discovery of an old Illinois Airport Directory sparked some great conversation.

The photo at left is from the 1976-1977 Illinois Aviation Directory. It is Clow airport, at that time listed as being in Plainfield. (Thank you Pete and MaryKate Bayer for loaning it to me!)

Al Bally made a "then and now" image comparing last months 1982-1983 image to the current airport layout. (Thanks Al!) A copy has been printed out for IAM and to put up in the EAA 461 hangar.

It is interesting to see the differences. In the text at the top of this sidebar, there is a note about a proposed runway extension.