



IT'S OSHKOSH TIME!
SEE YOU ON THE
FLIGHT LINE!



EAA AIR ACADEMY
REPORT FROM OUR
JIM O SCHOLARSHIP
RECIPIENT



FROM THE LEFT SEAT
WHAT SAY YOU,
THOUGHTFUL
MEMBERS?



FLIGHT OF FIRSTS
"PLEASE EXIT THE
PATTERN. WE HAVE AN
EMERGENCY..."



From the Left Seat

Greetings Chapter 461! I imagine many of you are in OSH mode at this point. I know I certainly am! Consequently, I will keep this brief for those of you inclined to indulge (tolerate?) my monthly drivel.

This month, I want to focus on Young Eagles; unlike June, the weather at our July 9 Young Eagles (YE) rally was - thankfully! - cooperative and enabled us to fly 32 children. Once again, I thank all of our awesome volunteers for planning and executing a safe and funtastic event!

Speaking of Young Eagles, several of you have asked when we might open

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



up our YE events to larger audiences like those we hosted in the past. For reference: through 2019, it was not unusual for us to fly an average of roughly 75 children per event and see a peak of nearly 100 kids in July or August. In short: I would love to see the volume increase, but, in all honesty, I don't know if it is possible to return to that volume.

To reach a goal of 75 kids per event, I think we would need more volunteer pilots or more time. 75 passengers in a span of 3 hours works out to 25 passengers per hour (I am a math wizard [said nobody ever]!). If we figure each pilot can reasonably and safely fly 2 kids per hour, we would need 12.5 aircraft (no need to fret about the fraction - Robbie's Sonex counts as 0.5 of an aircraft for this exercise). Since we rebooted the program into our "COVID format" in August 2020, I think we have seen a maximum of 8 or 9 aircraft on a few occasions, with the average being around 7.

Alternatively, we could extend the timing of our event. If we ran rallies from 9am - 2pm (as many chapters do), the hourly count would come down to 15 - or 7.5 aircraft (math... Robbie... Sonex... you get it). I think the chief concern with this approach is fatigue. Mind you, I will fly all day long; however, I cannot and will not place that expectation of others who so graciously volunteer their time, machines, and treasure.

So, with all of the above in mind - what say you, thoughtful members?

Please send your thoughts to: contactus@eaa461.org

And now, let's get ready to OSHKOSH!

VFRs!

EAA Air Academy

Mary Elizabeth Kurek

Hello everyone! As some of you might know, I'm Mary Elizabeth, and I just attended EAA Air Academy through the Jim O Scholarship. I have so much more knowledge and understanding of aviation now, and I am so excited to use that towards my flight training and future aviation based discussions! Here's a little bit about what I learned while at the camp.

The first day that I arrived at the camp, we got right into exploring and learning about our new surroundings. The first activity that we did was making and learning about the aerodynamics of bottle

Aviation For All Ages and Interests

<https://www.eaa461.org>

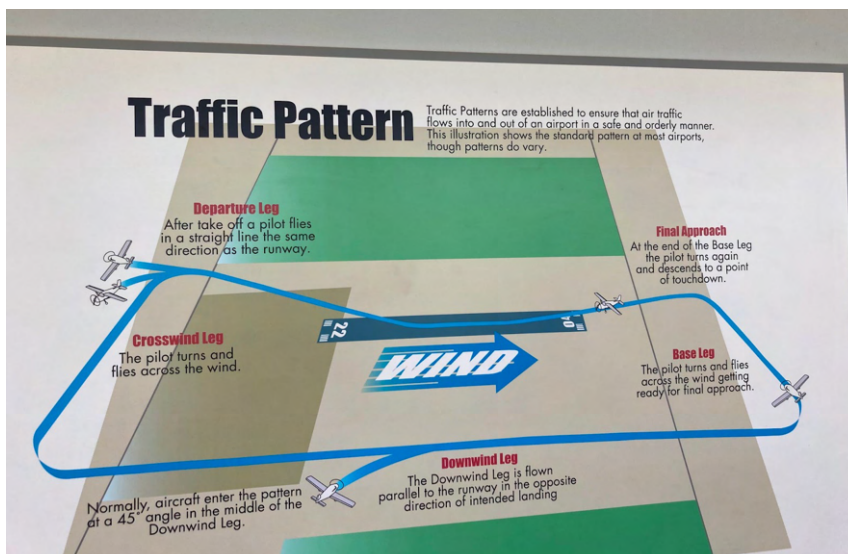


Whether you fly, build, restore or simply enjoy airplanes and aviation, you are welcome to attend our events and join our chapter. We are a group of aviation enthusiasts, aircraft builders, and pilots who get together with like-minded people to share ideas, exchange information, encourage safety, serve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

rockets, airplanes, and rockets. Rockets have three dynamics of flight, compared to an airplane, which has four. While my bottle rocket definitely did not break any records in the Guinness Book of World Records, I learned so much about drag, gravity, thrust, and lift through a miniature scale experiment.



On my second day, we started off the morning with some teamwork and leadership activities, such as icebreakers, partner activities, and a team building obstacle course. If I do say so myself, I was pretty good at the obstacle course, seeing that no one else could walk across a balance beam blindfolded. But even though only I accomplished a great (and terrifying) feat, we made it across the wooden islands as a team in the end. At the conclusion of the activities, we did find out the real reasons behind the death-defying stunts; To solve problems as a team, similar to flying into a pattern at a busy airport.



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.

Or working towards a common goal, like landing at an airport or flying in the air without needing to exchange insurance with another pilot. Even going into a situation blind, (most literally, and figuratively) such as landing a new airport that you don't know, or having to adjust your plan quickly to work around an unknown problem. For the conclusion of the day, we started our first workshop project: building wing ribs!

The amazing workshop instructor, Julie, was also very nice and took us into the new education center, where we got to learn how and why wing ribs were put into an airplane's wings. Overall, it was a very busy, but very educational, productive and fun day for everyone!



On the third day of my stay, most of the day was spent playing with different flight simulators, such as the Redbird TD. I may or may not have been flying around as a submarine, but hey, submarine, plane, same thing! Then, comes the big event for the day: the Behind the Borders tour!

We went to the museum after hours; it was amazing to see all of the things that you normally wouldn't be able to with people there,

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**YOU CAN FIND
US ON
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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!

and without the amazing privilege of stepping behind the framework, I never would have been able to! It was so amazing to get to see so many airplanes that I have never seen before, and to get to see a lot of the things that go on inside of a plane.



Day 4 was an exciting day! We started off the day with heading to the workshop to work on our very own air foils! We went through the whole process of drawing, measuring, cutting, drilling, nailing, hot wiring, epoxying, and putting fiberglass on the airfoil, doing most everything with our own hands.

When we were done, we were allowed to work on our airplane ribs. By the end of the session, mine, and most others, wing ribs were good enough to go into a real airplane! But, the most exciting part had yet to come!

We were bussed over to the hangars on the other side of the grounds to prepare us to take a ride in a helicopter! Even though it was only five minutes, for the first time being in a helicopter, it was exhilarating! We flew over the EAA Airventure preparations, over campsites, stores, and even the lodge! When I got off, I was sadly informed that there were no people that were willing to give up their spot so I could go again, so, I watched my friends take their flights, and then we were off to the lodge for lunch before our

Chapter Leadership

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Vice President: Al Bally
Treasurer: Josh Krecek
Secretary: Alexander Falco
Sonnenberg :

Young Eagles Coordinator:
Dina Romanova
Membership Coordinator:
Angela Greer
Facilities Coordinator and
Newsletter Editor:
Robbie Culver



CONTACT INFORMATION

Mailing address:
118 S. Clow International
Parkway, Bolingbrook, IL
60490
<http://bbclowairport.com>

Email address
contactus@eaa461.org

next activity.

For the final activity of the night, we built instrument cases. It took a lot of cutting, drilling, bending, and riveting to make it happen, but it was worth it in the end! At the end of the day on Friday, I had a bottle rocket, a glider, a wing rib, an airfoil, and an instrument case + a clock to go back to the lodge with!

Finally, Saturday was spent playing volleyball, Uno, and hanging out in the basement most of the time. But, the event of the day for my team was doing a real pre-flight checklist! Looking over the aircraft, most everything looked alright from the outside, but, upon closer inspection, me and my peers found small dents in the wings and the oil level to be low.



Luckily, no one was flying that aircraft for a while, but it was very intriguing to see the things that can be missed while going through a pre-flight, especially hidden things, like looking under the airplane for leaks or exhaust on the bottom of the plane, that me and my classmates did not think to check.

While pre-flight was very fun and educational, then came time for the awards ceremony. Once everyone received their awards, free time was allowed to go pack, play games, or socialize before our final departure in the morning.

As for our free time, much of it was spent in the EAA Academy Lodge basement, playing games like ping pong, foosball, carpetball (which resulted in smashed fingers and arm bruises for

Entering the Traffic Pattern

How do you enter the traffic pattern? What considerations do you make to determine the entry? Very simple questions, but I get numerous differing answers when discussing among pilots.

Entering the traffic pattern at a nontowered airport is a primary point where accidents/incidents occur. Yet, many of us pilots have become complacent and forget to exercise vigilance.

[Click here to read the entire article](#)

There are six recognized methods for entering a traffic pattern:

Straight in: usually employed for practicing instrument approaches.

A 45-degree entry to downwind: a longtime, traditional method.

Midpoint crosswind to downwind: somewhat common when approaching from the opposite side of the downwind leg.

Military-style 180-degree overhead break to downwind: frequently seen when a group of experienced individuals are practicing formation flight.

Midpoint crosswind to teardrop entry: a relatively new FAA accepted entry.

all involved) and pool. Other times, we would play volleyball outside, play chess, checkers, Uno, blackjack, etc, or go for walks around the gorgeous grounds.

I am so honored to have attended this camp, and I would just like to thank and recognize a couple of people for getting me to this camp. I would like to thank our chapter president, Chad Carlson, for information about the scholarship through our monthly meetings and for a letter of recommendation.

I would like to thank Robbie Culver for a letter of recommendation, my parents for their support and dedication towards my future career, and to everyone at Chapter 461 for your sharing of knowledge, information, skill, and learning experiences that has gotten me to this point. I can't wait to see you all to tell you about my new experiences!

Flight of Firsts

John Tatro

One reason I wanted to get my pilot license was to be able to fly to my hometown in northern WI for an overnight stay. On the 4th of July weekend, with parents, siblings, nieces & nephews gathering at the family cottage, and a storm-free forecast for the next 2 days, I finally made it happen.

It would be my first solo trip from Clow (1C5) to Langlade County (AIG), an airport that I passed daily on my way to and from school as a kid. It was also where I first soloed 32 years before I would eventually get my ticket. At 212 NM, it would also be my farthest solo trip, so I decided to break it into two legs, choosing 2 options near the 1/2 and 3/4 points.

As I made my bumpy way North and out from under ORD airspace, I was surprised to see none of the forecasted headwind. However, as I climbed and the air smoothed out, my ground speed dropped 10 mph. I opted for a mix of some bumpy time, and some of the smooth & slow so I could relax a bit.

Nearing my first airport, Dodge County (UNU), I still felt sharp and decided to stop at the second airport. As I approached Waupaca County (PCZ), I checked the winds and announced a (first for me) tear-drop to enter right traffic for runway 28.

Over the field, I announced again and was greeted with "Aircraft calling Waupaca, please exit the pattern. We have an emergency on the field." So... there would be no first "tear-drop to right traffic" on this trip; but it was a first "exit the pattern due to a last

Learn To Fly Center Expands Offerings for EAA AirVenture Oshkosh 2022

The EAA Learn to Fly Center is the primary location at EAA AirVenture Oshkosh 2022 for information about learning to fly.

The venue has expanded this year to provide an even more valuable experience.

The center will be located at the Four Corners in the middle of the AirVenture grounds. Operating hours are Monday, July 25, to Sunday, July 31, from 9 a.m. to 5 p.m.

The EAA Learn to Fly Center will feature multiple stations, each dedicated to helping individuals take a step forward in their desire to learn to fly.

Certified flight instructors (CFIs), experienced pilots, and those fresh out of flight training will be on hand to help answer any questions about the flight training process.

minute airport closure.” I scanned the chart, noting a couple other nearby airports; but Antigo wasn’t much farther than those and I still had plenty of fuel, so I decided to continue on.

It wasn’t my original plan, but worked out just fine. After shut-down, I noted 2.9 tach hours: the new longest flight in my logbook!

I tied down the Cruiser (another first, aided by the knot-tying knowledge of my Scout-Leader brother) for the its first overnight stay in Antigo. The Cruiser often gets attention, and this trip was no different; a passerby pulled into the airport just because he saw it on the ramp and wanted to ask about it. Turns out he is scratch-building a Zenith 701 STOL (the grand-daddy of our Zenith 750 Cruiser), and wondered what he was seeing on the ramp. After a quick visit with him, it was off to the cottage for fun, family, & fireworks!



The next day, after a breakfast with family overlooking the lake, I departed with Watertown (KRYV) as my chosen break point. I knew it would be even more important for me to have that break on the return leg so I could be fresh as I entered into the busy airspace around Chicago.

Watertown is a fairly small airport, so I was surprised to be greeted on the radio and guided into the parking spot; yet another first as PIC. Although I knew the signals when I first earned my license, I hadn’t brushed up on them recently and misinterpreted where they wanted me to go.

After parking, a quick inquiry cleared up my misunderstanding. At that point, I was ready for lunch and was pleasantly surprised to learn that Culver’s was a mere 2 block walk from FBO! (*Editor’s note - THANK YOU!*) After a Butter-burger, a chocolate malt, and some rest in the comfy lounge chairs, I departed for the last leg

Activities for Kids at EAA AirVenture Oshkosh 2022

EAA founder Paul Poberezny said it from the start: get the kids and families involved at the annual EAA fly-in and it will become an annual family tradition.

The same holds true at EAA AirVenture Oshkosh 2022, as young people will find plenty to do and discover at Oshkosh on July 25-31.



Again this year, it’s free admission for all those age 18 and under, thanks in part from support by The Boeing Company.

For more information [click here](#)

Activities include:

KidVenture

Youth Education Center

EAA Aviation Museum/
KidVenture area

Young Eagles 30th
anniversary

Warbirds area flight
simulators

home with a friendly “come see us again” calling out in my headset.

An hour and 20 minutes later, as I shut down in front of the EAA Chapter hangar where the Cruzer sleeps, fellow members and friends were gathering for the Sunday evening ritual “Chow at Clow”. They shared in my pride and joy of this major milestone. What a treat it was to immediately discuss this accomplishment with those who have been there before, as well as those who will have similar accomplishments in their futures! It was the perfect bookend to a trip with many “firsts” for me!



June Young Eagles Report

Dina Romanova, Young Eagles Coordinator

Greetings, Chapter 461!

Summer is flying by fast! Another month is gone, and another successful Young Eagles rally is done.

We fully leveraged the electronic registration system this time. I want to thank all pilots and volunteers for their patience. I know switching to a new system was not easy. But we did it, and did it well! We collected all the information electronically, and all the forms were sent to EAA electronically. It dramatically reduced the load on our ground volunteers, and now we get to see the statistical data.

Pilots have asked me why we didn't open more slots. They wanted to fly more, but there were not enough kids. It is tricky to

Jenny Re- Creation Coming to Oshkosh

A scratchbuilt re-creation of a Curtiss JN, commonly known as the “Jenny,” is coming to EAA AirVenture Oshkosh this summer, thanks to the hard work of volunteers in Poplar Grove, Illinois. While first thought of by Don Perry, EAA 672221, eventually 22 people worked together to complete this Jenny, investing five years, 22,000 hours, and using an original OX-5 engine. More information about this exciting new build can be found in the upcoming August 2022 edition of EAA Sport Aviation.



EAA 461 members may recall the presentation at a chapter meeting in 2020 that provided a glimpse into this incredible project!

coordinate. Up till the day of the rally we had 5 confirmed pilots. Two more confirmed the night before, one surprised us at the field. We ended up having 9 pilots and flew 32 Young Eagles. Yes, we certainly could have flown more kids, but there was no way of knowing for sure. We'll try to coordinate better next time. Despite the minor hiccups, I'd say the rally was a success.

Thanks again to:

Al, Austin, Bob, Chad, Jorge, Robert, Robbie, Steve, Zook for showing up and flying!

Austin, Jake, Jamie, Connor and Gary for ensuring the safety on the ground.

David and Amy for helping with registration.



Chris and Aymee for organizing the paperwork and printing certificates.



Bob, Al, Jeff, Devon, Jim, Trevor for entertaining the crowd.

Registration Now Open for Pilot Proficiency Center Sessions During AirVenture 2022

Registration is now open to the expanded Pilot Proficiency Center sessions during EAA AirVenture Oshkosh 2022, to be held in the new EAA Education Center adjacent to the EAA Aviation Museum. These half-day clinics allow pilots to increase their knowledge, hone their abilities, and network with other passionate pilots while helping them become safer and better-informed aviators.

The 69th edition of EAA's fly-in convention is July 25-31 at Wittman Regional Airport in Oshkosh. Registration for the Pilot Proficiency Center clinics is free with AirVenture admission, but attendance at each half-day session is limited, so early registration is encouraged. More information and course requirements are available at the [Pilot Proficiency Center](#) webpage.

Participants may choose from any one of the sessions that fit their current pilot certificate, rating, or homebuilt aircraft project. Subjects range from flying fundamentals and risk factors to instrument flight and homebuilt test flying. The clinics include keynote presentations, interactive and engaging breakout sessions, skills enhancement, and challenging scenario-based training exercises in EAA's Redbird Advanced Aviation Training Devices.



Amy, Jeff, John for taking pictures!

All of you have made this day so joyful! It is a pleasure to work with you.

Pictures by Amy, Jeff, John, and Robbie.



AeroEducate Activities Expand at AirVenture

EAA's AeroEducate youth initiative, introduced at EAA AirVenture Oshkosh 2021, will have a vibrant schedule of events at AirVenture this year, centered at a new AeroEducate Center at Aviation Gateway Park.

AeroEducate is a broad program, encompassing all aviation careers and professional paths and designed to engage youth from kindergarten through high school. The AirVenture facility will be open in conjunction with the launch of the full AeroEducate.org website, which has been in beta testing over the past year.

"AeroEducate is a program that reaches not only young people, but welcomes parents, teachers, EAA chapter members, and other partners who want to discover more about engaging young people in the many possibilities of aviation," said Paul Maloy, EAA AeroEducate program manager. "As we unveil the full AeroEducate website, the physical presence at AirVenture will be a tremendous resource for everyone who is eager to participate in building aviation's future generations."