

LOW & SLOW FLYING
THE BASICS APPLY TO
ALL OF US



GOLDEN LIGHT
THIS EVENING'S
MISSION WAS A
SIMPLE ONE



FROM THE LEFT SEAT
PUMPKIN SPICE
ANYTHING.
YES OR NO?



**CROSS COUNTRY
CUB FLIGHT**
IN A RESTORED
65HP J3 CUB



From the Left Seat

We are firmly established on a course for fall, and fall happens to be my favorite time of the year! With that in mind, the advent of fall and a range of social media memes have me wondering: Pumpkin spice anything. Yes or no? (let me know: ccarlson@eaa461.org)

I have been struggling to write this month ever since Robbie asked me to incorporate “low and slow” in my monthly message. This morning, I realized I have been overthinking the request. Low and slow is simple, and this clever little paragraph satiates the requirement twice over. Mission accomplished!

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



Thank you for a great September!

Thanks to Josh and Robbie for putting together a great little Labor Day BBQ event on the 5th. (Josh made pulled pork that was truly fantastic!)

- We flew ~45 Young Eagles on the 10th. Thanks to Dina & Al for successfully delivering a truly digital registration experience, and thanks to all of our volunteers who made the event safe and successful.
- We flew 6 children from the Our Children Foundation on the 18th. Thanks to Dina, Zook, Jeff, and John for orchestrating a truly special event with the Szelazek family.
- We restored Internet access in the hangar. Thanks to Craig Kurek for making that happen!

As we transition to cooler months and more indoor activity, I would like to remind everyone of some things that need to be kept in mind for the safety and well being of all, namely youth protection and our hangar door.

- EAA Youth Protection Policy emphasizes (read: requires) the principle of two-deep leadership. There must be two (or more) adults present or involved at all times when adults are interacting with children in chapter activities (Young Eagles, Hangar Night, etc.) or chapter-connected communication (email, text messaging).
- Please be careful when operating the hangar door. If the door is operated improperly, people, aircraft, or the door itself may be damaged. I recommend treating the door like an aircraft.
 - Prior to operating the door, ensure the surrounding areas, inside and outside, are clear and the gust locks are removed.
 - Remain at the controls while the door is in operation (the door does not have an autopilot!).
 - Do not raise the door higher than necessary.
 - Switch the door control to “OFF” when the door is finished closing.
 - Secure the door with the gust locks any time the door is closed.

I also have the less-than-fun responsibility (sorry folks, I would be remiss in my duties if I did not relay this information) to remind

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.

everyone that parents and/or legal guardians are required to be present in order for their children to participate in the Young Eagles Program. Unfortunately, approval from step-parents, grandparents, aunts, uncles, neighbors, family friends, etc. is insufficient. I am not a lawyer, but I have consulted with a lawyer on the matter. I was advised that a failure to follow EAA guidance would likely “pierce the veil” of 501(c)(3) protection and expose the chapter, its officers, and its members to civil liabilities in the event of the unthinkable. If anyone has questions about this, please let us know (contactus@eaa461.org).

Hangar Happenings:

Lounge461 - We are ready to get back to business and put the remainder of the lounge together. We need to purchase approximately \$500 worth of material to finish the ceiling. I plan to seek spending approval from Board 461; however, please know that donations of time, material, and labor are always welcome. Please send me an email (ccarlson@eaa461.org) if you are interested in how you might be able to help.

If you are interested in getting involved in **Lounge-461**, **SimLab-461**, or our Pietenpol build, 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

Chapter Waypoints:

US Naval Aviator Carol Kudish is scheduled to present to us at our chapter meeting on Thursday, October 6.

Jake Marchese, Chapter 461’s 2022 Ray Scholar, has completed all of the written and flight training requirements for a Private Pilot Certificate. Jake is now eagerly looking forward to his 17th birthday (October 24) and a checkride.

We plan to host Chapter 461’s third annual chili cookoff at our chapter meeting on November 3. All chapter members are invited to compete!

Mr. Dave Kent is scheduled to deliver his utterly amazing presentation on Chicagoland aviation history at our chapter meeting on December 1. (Hopefully he will not be distracted by the fashion disaster embodied by our Ugly Sweater Contest.)

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.

Ray Aviation Scholar Update

Jake Marchese

Ever since school began, I have been forced to limit the amount of flying lessons I can take on, but I am still making very good progress. The only requirement I have remaining to achieve my Private Pilot Certificate is the checkride. If both the weather and the scheduling work out I can complete this final step as soon as the week of my birthday, October 24th.

I am currently preparing for checkride by flying solo, flying with my instructor to review checkride maneuvers, and receiving ground instruction. Ever since the start of this month, I have also been training with a second flight instructor. He works part time at my flight school as an A&P and also flies charter flights in Cessna Citations.

He is very knowledgeable when it comes to aircraft systems, and often takes me out to the aircraft or to the maintenance shop to teach me more about the different components of an aircraft. I have also told him that my goal is to fly professionally, and he appreciates putting time towards mentoring me and teaching me more than just to pass the test.

Looking forward to seeing you next week!

Respectfully, Jake Marchese

Low and Slow Flying

Robbie Culver

This issue of EAA 461's newsletter explores some of the fun of low and slow flying. Low refers to aircraft that spend much of their time at or below 3000' offering a unique experience and view. Slow is a reference to the speed of the aircraft, which are often at or below 100 mph. Keep in mind that many of these aircraft, while lower performance, are also some of the most classic designs ever made and taught thousands of pilots how to truly fly. Aircraft such as a Piper Cub, Aeronca Champ, Cessna 140, Luscombe or Taylorcraft to name a few. No matter what you fly, regardless of how high or how fast, the basics matter.

As my wife Brenda learns to fly a sport-pilot eligible basic tailwheel aircraft, I find myself revisiting those basics. Her CFI has her using paper sectional charts (*they're not a map!*), dead

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**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!



reckoning navigation, learning the wind triangle, and using my trusty old E-6B flight computer. She has yet to fly with a GPS or use our subscription to WingX in flight. Her first cross-country was out over open fields from Clow (1C5) to Whiteside County (KSQI), and offered some great ground references for use in navigation, but still meant planning the flight. On paper.

The planning requires she knows how far she is flying, how long it takes to get there, how much fuel is required to safely complete the flight, how much fuel the aircraft holds, and what course to fly to get there. This is the basis for all air navigation, even when using an app or a GPS system.

In other words, she is learning how to navigate the old-fashioned way. By planning her route of flight on a sectional chart with a pencil and plotter, doing *math* to determine the effect of wind on her flight, and looking out the window as she flies.

I find myself digging through my old flight bag, rummaging in boxes in the basement, and finding all sorts of handy things I have neither seen nor used in years. The E-6B flight computer, a plotter, some old sectional charts for practice, a Navigation Log ("Nav Log"), and other odds and ends used to plan a flight. And I'm loving revisiting all of it!

I won't be the old grumpy guy rambling about the "Children of the magenta line" as we have enough of those around. (You know who you are, and you may step forward to voice your complaints) Instead, I embrace concepts like the wind triangle, true heading, magnetic deviation, and wind correction angle. Yes, there is an app for that. But it helps to truly *understand* the concepts in order to master them.

Quoting Wikipedia, "The wind triangle is a vector diagram, with

Chapter Leadership

President & Web Editor:

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Vice President: Al Bally

Treasurer: Josh Krecek

Secretary: Alexander Falco

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Young Eagles Coordinator:

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Robbie Culver



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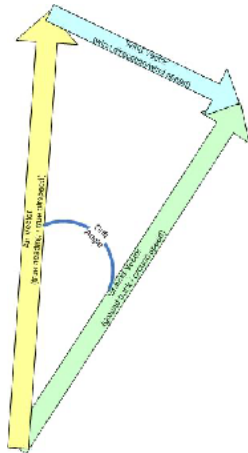
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three vectors.

The **air vector** (shown in yellow) represents the motion of the aircraft through the airmass. It is described by true airspeed and true heading.

The **wind vector** (shown in blue) represents the motion of the airmass over the ground. It is described by wind speed and the inverse of wind direction. Note that by convention wind direction is given as the direction the wind is from. In a vector diagram such as the wind triangle, wind direction must be stated as the direction the wind is blowing to, or 180 degrees different from the convention.

The **ground vector** (shown in green) represents the motion of the aircraft over the ground. It is described by ground track and ground speed. The ground vector is the resultant of algebraically adding the air vector and the wind vector.”



So - what in the world is all this babbling about? Well, put plainly, it is about how an airplane in flight reacts to the wind. Think of the air as if it were a river. Air is always in motion, and anything in it will be affected by that motion. Stand aside, purists and engineers in the crowd, as I try to explain this like I am 5. Which, well, is not far from the truth...

If you were to stand on the bank of a river intending to go directly across to the opposite bank, and throw a toy boat with a motor in the river, then you would need to calculate an angle to go straight across the river. A correction angle directly related to the speed of current. Without this correction, the boat would not go directly across, as it would drift with the current.

An airplane is no different. Therefore, the path of flight is a result of the course being flown and the wind affecting that course, which results in a path across the ground. This, in very simple

Resources

Some resources used in studying for the FAA knowledge exam 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/

terms, is the wind triangle. Using an aviation E-6B computer (a combination of a slide rule and basic calculator), one can determine the affect of the wind on the flight path of an aircraft.

Part of planning a flight of any distance in a low and slow taildragger involves understanding this concept and planning for it accordingly. And yes - *it involves math!* If there were no wind, and you were flying at 80 mph for 70 statute miles (or 69.5 knots for 60.8 nautical miles), it is easy to understand the flight if it were direct should take slightly less than one hour. But there *is* wind. So to fly to the destination, you must apply the correction angle to the direction of flight. If you do not, then you will miss the intended destination due to the effect of the wind drift.

The good news is the math is easy and the E-6B is also easy to use. In effect, you can plan the flight using a pencil, a sectional chart, a piece of paper and your handy E-6B. Again, yes - there is an app for that - but it remains fun and educational to truly understand the concepts involved. It is also a key element of the FAA knowledge exam for the sport pilot, recreational pilot and private pilot certificate. The FAA does not allow programmable calculators to be used on knowledge exams, nor do they allow the use of an app.

By the way - we go over this stuff (and a lot more!) at Hangar Night, every Thursday at 7 pm (except the first Thursday of each month since we have a chapter meeting), and each week has a different subject.

Golden Light

Robbie Culver

The golden light shines soft on the fields below, as the Champ putters along at 2000'. Ahead the sun is beginning to set and the entire sky is glowing with a sifted array of color. This is why I love flying at sunset.

This evening's mission was a simple one - fly from Clow (1C5) to Cushing (0C8) and back. It's a spectacular evening, and reminds me why I love to fly. From 2000' the world looks different than it does down below, and the Illinois countryside is spread out in front of me. Depending on the wind, it is usually about a 20 to 25 minute flight to Cushing from Clow in the Champ.

The pattern is empty when I arrive at Cushing - not even an ultralight this evening. I enter the left downwind over the road just

Aircraft Raffle Winner Picks Up Cub



Bob Cowgill, EAA 607430, of Culpeper County, Virginia, flew his 1946 Piper J-3C-90 Cub home earlier this week, which he won in the EAA Aviation Foundation's 2022 Raffle during EAA AirVenture Oshkosh 2022. He has been a pilot for American Airlines for 35 years and often travels internationally.

In fact, Bob received the phone call that he won the Piper Cub while he was on a layover in Athens, Greece. The Cub was restored by Ellis Clark, EAA 71644, and 3,000 tickets were sold in the raffle, raising money for aviation programs that educate, engage, empower, and inspire the aviators and enthusiasts of tomorrow.

The airplane and its restoration were featured in the December 2021 issue of EAA Sport Aviation magazine.

east of the field, pull the carb heat on slowly and ease the power off. I reach above me to my left and pull the trim back for full nose up as the engine sound murmurs into a sigh. There is a moment where the nose drops and I feel that instant of falling forward, but every time she just settles into a perfect descent.

I turn base just before a row of trees north of the airport, and always wonder what the residents of the houses beyond the trees think of the little yellow airplane flying so near to their solitude.

Next is base turn to final approach and I ensure I will not catch the wires on the north side of Illinois Route 71. I have gauged my glide correctly, and Charlotte is destined to touch the grass just at the north end of the runway.

Wait. Wait. Wait....Now. I ease the stick back and let her settle onto the runway, then as the wheels touch I push the stick forward to make the landing on the main tires while holding the tail off the grass, referred to as a wheel landing. I am rewarded with the sound of the tires rolling in the grass, and I can smell the fields through the open window.

I reach back and push the carb heat off, then reach up and push the trim forward just a bit. I push the throttle forward, and Charlotte finds a small bump to bring her back into the still evening air. She climbs slowly, and the gently rising hill south of the airport drops away as she does.

I make a gentle left turn just south and west of a horse farm so as to avoid startling the beautiful animals whisking their tails by the fences, then I let her climb to 2000' again. The sky continues to change colors.

I fly with my feet. There is no need to touch the stick, as the Champ is trimmed perfectly for level flight. A gentle touch of a foot is all that is required to keep Charlotte on course. A glance at the oil pressure and oil temperature, a check of the fuel, and my attention returns to the magic unfolding beneath and ahead of me. It is literally a perfect evening to fly.

Far off in the distance, the Chicago skyline rises from the fields, reflecting the setting sun. I watch the Chicagoland suburbs appear ahead of me, replacing the azure fields below with homes and roads. The shadows in the fields below grow longer. Over my left shoulder, the western sky is on fire from the setting sun behind me, and a blue/gray haze spreads into the horizon ahead.

Charlotte just slides along easily, smooth and soft on the autumn air. The window to my left is open, and my elbow sits on the sill

General Aviation Moves Closer to an Unleaded Future

The FAA signed supplemental type certificates to allow General Aviation Modifications Inc.'s 100-octane unleaded fuel (G100UL) to be used in every general spark-ignition engine and every airframe powered by those engines. The move was hailed by the GA industry as a major step in the transition to an unleaded future. The FAA's approval of the use of G100UL fuel in all piston aircraft directly addresses the industry's long-standing goal of finding unleaded solutions that can be used for the entire GA piston fleet.

"Congratulations to GAMI on this achievement, which is another initial step toward a goal we all want – an unleaded fuel for general aviation," said Jack J. Pelton, EAA CEO and Chairman of the Board. "This is a significant accomplishment that opens the door to the hard work that remains to create a commercial pathway and acceptance across the broad spectrum of GA aircraft."

For more information, [click here](#).



with the cool air spilling in. This is magic.

I must have a silly grin on my face. Flying the Champ at sunset demands it - the grin, the fun, the memories.... There is no way to describe what I see and what I feel. But my mind tries to record the scene, if nothing else in order to recall it as I try to fall asleep later that night.

All too soon the fields are gone, and suburbia takes over. I can see Clow in the distance, and I know the flight will soon be over. But I take another instant to treasure the experience. This is why I fly. Low and slow flight at sunset is a truly magical and deeply spiritual time.

I cross Route 59 and see the Vulcan quarries ahead of me, my waypoint to cross midfield at Clow. As I approach the quarries, I gently pull the carb heat on and ease the power back just slightly. Charlotte begins a slow, easy descent and I sigh. This is everything I had hoped for.

“Clow traffic, Yellow Champ 3 miles west-southwest over the quarries, will cross over the top for the left downwind to runway 18.” The shadows deepen. I stop the descent by adding power and gently push the carb heat off, leveling Charlotte as I approach from the west. Crossing over the top, I see nothing moving on the airport. The evening air is still and quiet.

Another radio call, then a left turn into the downwind to 18. Carb heat on again, power off, trim full aft, abeam the numbers. I wait until I am just passing Boughton Road, then begin my base turn

Young Eagles Launches 30th Anniversary Celebration at EAA AirVenture Oshkosh 2022

EAA AirVenture Oshkosh 2022 was the perfect setting to kick off the yearlong celebration of the Young Eagles 30th anniversary.

Opening night of convention saw a special gathering of former Young Eagles at the Theater in the Woods.

Each panel member was a byproduct of the Young Eagles program, and they have gone on to pursue some form of future in aviation — ranging from aircraft mechanics to airline pilots.

Better yet, three of the former Young Eagles have gone on to participate as a volunteer pilot at local chapter rallies.

For more information, [click here](#).

and make another radio call. 7 clicks of the radio bring the runway lights full up, and another 5 clicks reduce them to medium intensity. The lights that line runway 18 glimmer and shine in the growing dusk.

I turn final over the small strip mall parking lot north of Clow, see the stoplight below and ahead of me to my left change to red and wonder if it applies to a Champ on short final. I again wonder what those seeing me from below think. I forward slip Charlotte into a left bank, using right rudder in a descent in order to lose more altitude, then straighten her out as I approach the runway. Again - wait, wait, wait....

I gently level her out and try to fly her onto the pavement. Not so much flaring as trying to stop her descent inches from the ground. The tires begin to spin. Am I down? A gentle push forward with the stick rewards me with the realization that, for once, I had a "greaser" landing - my happy feet dance on the rudders to keep Charlotte pointed directly down the runway as she slows. The tail slowly drops and I feel the tailwheel bounce slightly.

I slow to make the turn onto the taxiway and call on the radio that I am clear of the runway. I clean up the airplane by closing the carb heat and readjusting the trim, then slowly amble back to the hangar. As I pull up, I turn the ignition to off, and listen to the Continental A-75 clatter to a stop. I'm home...

Cross Country Cub Flight

Dave Smith



In September of 1997, I purchased a recently restored 65hp, J3

New Programs Added to Young Eagles Online Registration

Young Eagles online registration has been a hit for chapter-hosted Young Eagles rallies and one-off Young Eagles flights. By allowing parents to pre-register youths, coordinate volunteers, email participants, etc., the system has made it simpler to host Young Eagles activities.

EAA is excited to announce that Young Eagles online registration is now compatible with a number of other EAA youth programs!

Young Eagles Workshops

Young Eagles Build and Fly

The addition of these programs will allow chapters to pre-register youths and event volunteers, promote the event online, and submit the event to EAA HQ. Youths that register for these new events can also opt in for their EAA student membership, AMA membership, as well as EAA AeroEducate. Youths that register for AeroEducate will also receive credit toward their AeroEducate badge progress.

Cub sight-unseen in Middletown, NY. Except for a few pictures of the log books sent from the owner and the normal inside and external pictures, that's all I needed. It's just a Cub.

Before making the trip I ordered the New York, Detroit and Chicago sectional charts. I packed my own tie down ropes, a David Clark headset, charged up my handheld radio and went to Walmart to purchase an \$80 fishing GPS along with a box Duracell of AA batteries. It all fit nicely into a carry-on piece of luggage.

I purchased a one-way ticket on a Southwest Airlines jet out of Midway to LaGuardia arriving late in the evening. I picked up a rental car and drove the 2 hours to Middletown, NY and checked in to the Holidome about 1 AM.



On the Southwest flight, using the Airport Facility Directory's (A/FD's), I programmed in the Latitude and Longitude of all the planned airports and fuel stops back to my home field; Ruder, identifier 59IL. It was quite a list. With only a 12 gallon fuel tank I conservatively planned fuel stops every 2 hours. My primary route was to follow Interstate 80 from Lock Haven, PA all the way home.

The next morning I dropped off the rental car mid morning and met with the owner to complete the Bill of Sale, top off the 12 gallon tank, activate the insurance, get a briefing and was wheels up by 1 PM. The 800 SM trip home was estimated at 12 hours flying time, plus 30 minute breaks per fuel stop and one overnight.



Young Eagles Risk Management Training

Beginning in late 2022, EAA will be launching Young Eagles risk management training. This training will be mandatory for Young Eagles coordinators. Other Young Eagles and chapter volunteers will be encouraged, but not required, to take the course.

The EAA Young Eagles program has continued to evolve over the past 30 years. The ability for volunteers to evolve along with the program has been one of the key reasons for the program's success. The evolution and growth of Young Eagles has kept the program in line with EAA's high standards that have been part of the organization since Paul Poberezny founded it nearly 70 years ago.

For more information, [click here](#).

Sunset on the 25th of September was 7:00 PM, and I wanted to be on the ground securely tied down an hour before that. There were no weather events in the forecast with only light winds the next several days. Clearfield, PA was the planned overnight stop.

My first leg was from Middletown, NY 06N to KMPO, Pocono Mountains Regional Airport. While only an hour long, it allowed me to check both the oil and fuel consumption in a plane I had had never flown before. Both went as planned. I would have liked to spend more time at each airport, but I was short on daylight.

The 2nd leg from KPMO to Lock Haven, KLHV was a nostalgic stop before continuing on to my planned overnight - Lock Haven is the birthplace of this 1947 Cub. I had to make this one. Approaching from the east I came over the ridge line and dropped down to pattern altitude, pulled up to the FBO and parked next to a Cessna 150. Not another Cub to be found.

I picked up I-80 just to the west of Lock Haven and continued to follow it to Clearfield, PA, KAXQ, landing as planned with plenty of daylight. Happy to be out of the hills of NY and PA and back on flat terrain for the remainder of the trip. I had the FBO top off the Cub so I could get in and go in the morning. I was glad to get a good nights sleep after a long day. The hotel had a courtesy shuttle van to and from the airport. Much appreciated.

In the hotel room I checked out the day 2 travels. Rather straight forward, follow I-80. The fishing GPS was working out rather well, especially when you key in the correct information. There was no aviation database card. I was glad to have the extra batteries too! The duty cycle on the ICOM hand held was not as good. I ended up turning it off except when I was near an airport.

I was up early the next day, ate a quick breakfast at the hotel, was at the airport by 8:00 AM, and I was wheels up by 8:30 AM. Sunset at DeKalb was at 6:45 PM, but with the time change to Central time I was gaining an hour. I still had about 600 miles to cover, but I wasn't going to push it.

My next stop was Medina, Ohio, 1G5, but first I had to get past Youngstown and Kent State University. I arrived 1G5 around 10:30 AM and stopped at the self serve fuel. I added about a half quart of oil and went inside the FBO for a bio break, a Coke and a candy bar. Elvis, the Erickson sky crane was parked about 200 feet away. It is very large. The helicopter crew came in the FBO and asked whose Cub that was and I said mine. Well, if you want to keep it you need to move it about 1000 feet away, behind the t-hangars. I stayed around to watch the helicopter take off.

Space Day Returns to EAA Aviation Museum on October 8

A day of fun family activities and exciting guest appearances are on the horizon, as the EAA Aviation Museum's annual *Space Day* returns to Oshkosh on Saturday, October 8, with a theme of sustainability in space.

Space Day marks EAA's participation in World Space Week, with activities from 10 a.m. until 4 p.m. all included with regular museum admission that day.

Eileen Collins, the first female space shuttle pilot and commander, will be the featured speaker. Collins was selected as an astronaut in 1990 and made history in February 1995 as the first female pilot of a U.S. space shuttle while serving on the Discovery. In July 1999, Collins took the shuttle Columbia into orbit as the first woman to command a space shuttle mission. Before becoming an astronaut, Collins served in the Air Force where she was the first female T-38 flight instructor.

Quite amazing. After they departed I started up the Cub and continued west.



Elvis, the Erickson sky crane. Image by Regular Daddy - Own work, CC BY-SA 3.0, <https://commons.wikimedia.org/w/index.php?curid=21421063>

Next stop, Defiance, Ohio, KDFI, a rural airport just outside of town. Another 2 hour leg. I hit the Self serve fuel and visited with the FBO folks about my journey the last 3 days. Quick in and out. I flew over many Amish farmers out in their fields in PA and in Ohio. You can see a lot of the country from 2,500 feet AGL and at 60 MPH.

Those in the faster airplanes and cruising at high altitudes certainly miss out on so much. But that's ok. I'm not in their way and they are not in mine.

My last stop before arriving home was at Valparaiso, Indiana, KVPZ. This is a wonderful airport. I lived in Valpo for 3 years and took my first small airplane ride there back in the early 70's. The FBO is outstanding. I was also back on central time once again.

The last leg of the journey was just under an hour and I made it home safely to Ruder before sunset. There were many more cross country flights just ahead in this Cub.

The fishing gps worked great. Lots of sectional chart folding. And the ICOM handheld did what it was supposed to do. Many 2 hour legs by the stop watch. That's just what you have to do in a Cub with only 12 gallons. Wonderful trip.

Are you a member?

If you're enjoying this fine publication, or joining us on Hangar Night or Chow at Clow, I would ask:

"Are you a member?"



Your membership dues help EAA 461 promote youth activities, publish this newsletter to our website, keep the lights and heat on in the hangar, and feed hungry pilots.

Ok, we don't really feed hungry pilots with your dues, but at least now I know you're paying attention!

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.

Join us here:

<https://www.eaa461.org/donations-dues-fees/>