



**RAY AVIATION  
UPDATE**  
THANK YOU!



**HAUNTED HANGAR**  
IT APPEARS WE HAVE  
A NEW ANNUAL  
TRADITION!



**FROM THE LEFT SEAT**  
FIFTY-FIVE SHOPPING  
DAYS UNTIL  
CHRISTMAS!



**HEADS UP!**  
THE SKY IS A BIG  
PLACE. UNTIL  
SUDDENLY, IT ISN'T.



## From the Left Seat

**I**t has happened yet again. Time transpired, characters congregated, sentences schematized, and here we are with an assortment of alliterations, an October newsletter, and fifty-five shopping days until Christmas! Pumpkin spice, anyone?

\*\*\*\*\*

Earlier this month, near-gale force winds scrubbed our final Young Eagles event for the year and thus brought about an early conclusion to a safe Young Eagles season. Despite its early end, we had a fantastic season in which we not only executed our primary flying mission, but did so

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



while adopting EAA's digital registration process.

The transition to digital registration came with some significant challenges, both technical and procedural, and I appreciate the patience demonstrated by all involved as we worked through the changes. Most of all, I appreciate and thank Dina Romanova for the persistence and near-Herculean effort she put toward implementing the system. Dina's efforts helped us reduce our future consumption of paper by about 80%, aligned us to utilize EAA's preferred registration process, and reduced the time required for EAA to acknowledge and credit our Young Eagle flights from months to just days. Thank you, Dina!

And again, thanks to all of the pilots and wonderful volunteers who commit their time throughout the year to make our Young Eagles events a safe, fun, and exciting destination for children and their families to experience the joy of aviation. You. Are. All. AWESOME!

### Hangar Happenings:

- **Lounge-461:** At our October meeting, we received a generous \$500 donation from Jason Antonitis (Thank you, Jason!) to purchase the materials we need to finish up the lounge. We plan to purchase the required materials and get back to work at our next Hangar Night on November 10.
- After a thorough evaluation of our Pietenpol project (project status, availability of relevant technical expertise, and substantial documentation challenges), the Board of Directors approved my motion to wind down the project so the chapter may instead focus on a project more in-line with our core skills and strategic vision (think: tried and true, modern, well-documented metal airplane kits engineered from inception with successful completion in mind). As a result, the Pietenpol was graciously and appreciatively returned to its donor and former owner.

I would like to add that terminating the project was not an easy decision; however, it was the right decision. For anyone interested, I will gladly explain, in detail, the various drivers behind the decision because those same drivers are fundamental considerations not just for a chapter project, but also for personal aircraft ownership.

- In response to recent regional thefts (Lewis [KLOT], Morris [CO9], Lansing [KIGQ], and others), Craig Kurek has graciously donated and installed a security system in the chapter hangar,

## 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.

and he has donated 6 months of monitoring service as well. The security system complements the hangar's camera system and is expected to serve as a deterrent for those who lack the Spirit of Aviation. Thanks Craig!

- Please stay tuned for a future invite to a "Friends of the Hangar" meeting where we will provide training for the hangar door and security system operation.
- If you are interested in getting involved in Lounge-461, please join us at "Hangar Night" on Thursdays at 7:00 pm. 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:

- Jake Marchese, Chapter 461's 2022 Ray Scholar, completed all of the written and flight training requirements for a Private Pilot Certificate and has been preparing for his checkride while waiting for the weather and his school schedule to cooperate. Soon!
- 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 that same evening.)

Did I mention that I recently ordered an RV-14A airplane kit? What was I thinking...

VFRs!

## Ray Aviation Scholar Update

*Emily Vineyard*

**H**ey everyone! I hope you are all doing well! These last few weeks I have been accomplishing a lot more steps in getting my PPL license. First, I have done my night hours! Why do we not fly at night more often it is so beautiful and peaceful, oh and the weather is amazing at night! I have also been able to get half of my hood time done, wow does it give you a different perspective! I have also been advancing in my Cross Country's, my flight instructor and I have done it together and I am ready to do it on my own! As you all know this weather has

## 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.



been either really windy or rainy, so please pray with me that this bad weather will pass so I can get my XC's done! Hopefully the next newsletter I will be able to tell you all I have my PPL license. Thank you all for the support and encouragement you all give me!

Thank you!

Emily Vineyard



## Heads up!

*Robbie Culver*

There were 3 notable mid-air accidents over the past few months. The first was at North Las Vegas (Nevada) Airport on Sunday, July 17th involving a Piper single engine and a Cessna single engine, both operating under ATC control at a towered airport. The second occurred on August 18th at the Watsonville, California municipal airport when a Cessna 152 and a Cessna 340 collided over the approach end of the runway at an uncontrolled field. The third was on Saturday September 18th near Vance Brand Airport in Longmont, Colorado, about 30 miles north of Denver and involved a Cessna 172 and a Sonex Xenos motorglider. There were multiple fatalities in each accident.

## Board of Directors

Chairman - Dean Karafa

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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!

On October 20th the FAA released Advisory Circular AC No: 90-48E. In the introduction to the AC, the FAA writes “This AC is issued to assist pilots with their regulatory obligation to see and avoid other aircraft. Specifically, this AC looks to alert pilots to human contributors to midair collisions and near midair collisions (NMAC), and *recommend improvements to pilot education, operating practices, procedures, and improved scanning techniques to reduce midair conflicts (Editor’s emphasis)*. This AC is not mandatory and does not constitute a regulation. The contents of this document do not have the force and effect of law and are not meant to bind the public in any way, and the document is intended only to provide clarity to the public regarding existing requirements under the law or agency policies.”

The FAA explicitly states “The pilot in command’s (PIC) primary responsibility is to see and avoid other aircraft and to help them see and avoid his or her aircraft. Keep lights and strobes on. The use of any traffic pattern procedure does not alter the responsibility of each pilot to see and avoid other aircraft.”

The Watsonville accident in particular strikes a nerve - it occurred during good weather in daylight hours in the traffic pattern. In fact, both aircraft were in communication with one another and the accident occurred as one was on short final to the runway. The preliminary NTSB report should make all of us take note:

**On August 18, 2022, about 1455 Pacific daylight time, a Cessna 152, N49931, and a Cessna 340, N740WJ, were involved in a midair collision near Watsonville, California. Both airplanes were destroyed. The pilot and passenger of N740WJ and the pilot of N49931 were fatally injured. Both aircraft were operated as Title 14 Code of Federal Regulations Part 91 personal flights. According to recorded automatic dependent surveillance-broadcast (ADS-B) data and recorded common traffic advisory frequency (CTAF) communications, the Cessna 152 was in the traffic pattern at Watsonville Municipal Airport (WVI) and had completed four touch-and-go landings.**

**The Cessna 340 was northeast of WVI when the pilot reported that he was 10 miles out and planned to descend for a straight in approach to runway 20. About one minute later, the pilot of the Cessna 152 reported that he was on the crosswind leg, then shortly after reported that he was on the downwind leg for runway 20. The pilot of the Cessna 340 reported that he was 3**

## Chapter Leadership

President & Web Editor:  
Chad E. Carlson  
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



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**miles out and straight in for runway 20. Shortly after, the Cessna 340 pilot reported he was 1 mile out and straight in for the runway. He further stated that he was looking for traffic on left base. The Cessna 152 pilot reported that he did see the Cessna 340 and that it was behind him. The Cessna 152 pilot further stated that he was going to go around, “because you are coming up on me pretty quick.”**

FAA AC 90-66B reviews operations at airports without a control tower - commonly known as an “uncontrolled” or “pilot-controlled” airport. The information in the AC is intended to supplement the Aeronautical Information Manual (AIM), paragraph 4-3-3, Traffic Patterns, and the Pilots Handbook of Aeronautical Knowledge (PHAK), Chapter 14. (See *Resources* sidebar at right)

Of particular note, and a hot topic of hangar conversation lately, is paragraph 8.2.1 that states “The FAA does not regulate traffic pattern entry, only traffic pattern flow. For example, an aircraft on an instrument approach flying on the final approach course to land would follow the requirements dictated by the approach procedure. A visual flight rules (VFR) aircraft on a long, straight-in approach for landing never enters the traffic pattern unless performing a go-around or touch and go after landing.”

Paragraph 8.2.1.1 adds “Traffic pattern entry information is advisory, provided by using this AC or by referring to the AIM and the PHAK. Approaching to land in relation to traffic patterns by definition would mean aircraft in the traffic pattern landing or taking off from an airport. An aircraft not in the traffic pattern would not be bound by Code of Federal Regulations (CFR) section (§) 91.126(b) (see paragraph 11.3 - *quoted below* - for aircraft crossing over midfield above pattern altitude to enter the pattern). Requirements for traffic pattern flow under § 91.126 continue to apply to other airspace classification types under § 91.127 (Class E airspace), § 91.129 (Class D airspace), and § 91.130 (Class C airspace), particularly when a towered airport is currently operating as a non-towered airport.” (An example of a towered airport is currently operating as a non-towered airport would be Aurora - KARR - when the tower is not open)

That’s a lotta words to absorb! It’s....*complicated*. But a key take away is *traffic pattern entry information is advisory*. Back to the see-and-avoid concept, and looking out the window. Technology is a great way to add to a pilots set of tools when building situational awareness, but can never replace looking outside the aircraft.

## *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.

[Click here to locate these documents](#)



Paragraph 11.3 of this same AC states “Traffic Pattern Entry. Arriving aircraft should be at traffic pattern altitude and allow for sufficient time to view the entire traffic pattern before entering. Entries into traffic patterns while descending may create collision hazards and should be avoided. Entry to the downwind leg should be at a 45-degree angle abeam the midpoint of the runway to be used for landing. The pilot may use discretion to choose an alternate type of entry, especially when intending to cross over midfield, based upon the traffic and communication at the time of arrival.

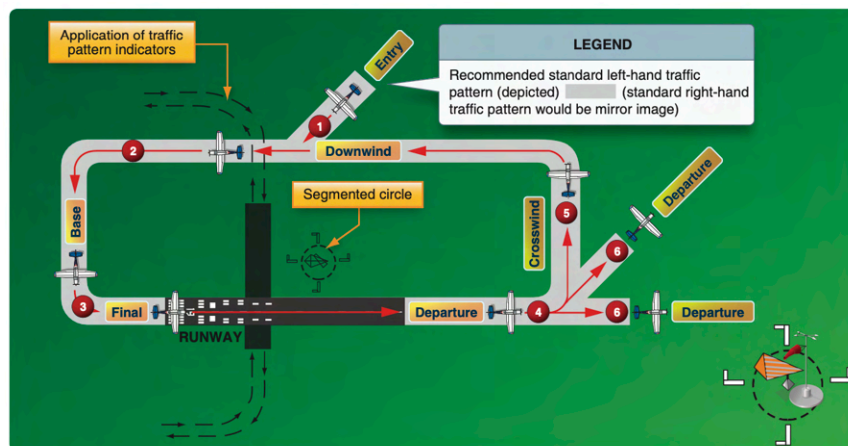


Figure 14-39. Traffic pattern operations—single runway.

**Note:** Aircraft should always enter the pattern at pattern altitude, especially when flying over midfield and entering the downwind directly. A midfield crossing alternate pattern entry should not be used when the pattern is congested. Descending into the traffic pattern can be dangerous, as one aircraft could descend on top of another aircraft already in the pattern. All similar types of aircraft, including those entering on the 45-degree angle to downwind, should be at the same pattern altitude so that it is easier to visually acquire any traffic in the pattern”

To put this in plain language, it is up to us as pilot in command to figure it out, together. At Clow, we have large multi-engine turbine aircraft, light twins, a busy flight school, multiple types and sizes of single-engine aircraft, and a sprinkling of light tailwheel aircraft. We have to work together on every flight to ensure pattern safety - and we do.

Aircraft landing at Clow may do straight-in approaches, cross over the top to enter the downwind, make a teardrop entry, or - most commonly - enter on a 45-degree angle to the downwind. Any of these may be applicable on a particular flight, and it is not uncommon to see them used. The key is clear communication and visual separation. (These images are from the PHAK)

## Aircraft Raffle Winner Picks Up Cub

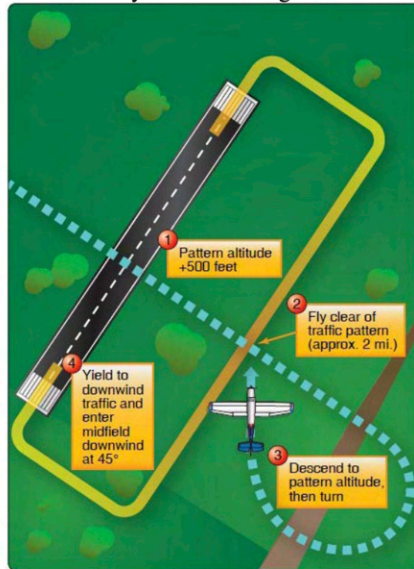


Bob Cowgill, EAA 607430, of Culpeper County, Virginia, flew his 1946 Piper J-3C-90 Cub home earlier this week, which he won in the EAA Aviation Foundation's 2022 Raffle during EAA AirVenture Oshkosh 2022. He has been a pilot for American Airlines for 35 years and often travels internationally.

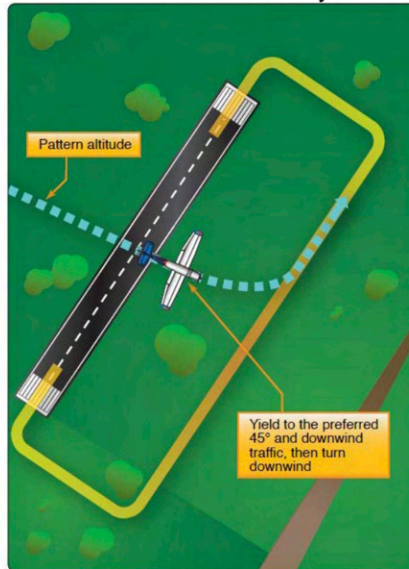
In fact, Bob received the phone call that he won the Piper Cub while he was on a layover in Athens, Greece. The Cub was restored by Ellis Clark, EAA 71644, and 3,000 tickets were sold in the raffle, raising money for aviation programs that educate, engage, empower, and inspire the aviators and enthusiasts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

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

Preferred Entry When Crossing Over Midfield



Alternate Midfield Entry



While our CTAF can become quite busy (it is shared by several other local airports - notably Naper Aero Estates - LL10, Brookeridge Air Park - LL22, and Hinckley - oC2) pilots must monitor 122.9 and make position reports as needed. Building a mental map of the traffic in your mind is one of the key parts of becoming a pilot, and helps us sort out all the variables.

Technology is great. Let's just not forget to look outside, especially in the vicinity of an airport, and most certainly in the traffic pattern. The sky is a big place. Until suddenly, it isn't.

## Haunted Hangar 2022

*Robbie Culver*

On Saturday, October 29th, 2022, Clow airport hosted the 3rd annual "Haunted Hangar" event for the community. Spectacular weather, light winds and no COVID restrictions combined to produce a record turnout.

The Illinois Aviation Museum (IAM), Midwest Aéronautique ("The Annex"), and EAA 461 all set up indoor Halloween activities intended to provide varying levels of seasonal fright. A crowd estimated at over 1500 people attended - most in costume - with young and old alike expressing how much they loved the event.

Based on early feedback, it appears we have a new annual tradition on our hands!

Enjoy some images from the event [at this link](#).

## 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](#).



# KLOT Class Delta Update

From [flylot.com](http://flylot.com):

10/14/2022

Control Tower opening December 1st, 2022!

There are many moving parts to the plan, but the new Tower Manager is now on site full time. Welcome Joseph Merrigold! Joe and his staff will be training and preparing to open on December 1st!! As always, watch your NOTAMS.

KLOT Radio frequency assignments: Tower 134.80, Ground 120.425. ATIS/AWOS: 126.675.

Our old AWOS has been removed and replaced with a new AWOS-3. The phone number has not changed from the old system, (815) 588-4802. The new frequency is 126.675.

*Editor's note - we still have not seen the final Class D airspace configuration and remain hopeful it will remain limited by Interstate 55 on the northern boundary as depicted below.*



The original airspace proposal may be found [at this link](#)

According to the FAA: "Airspace and Procedures Staff at FAA Headquarters and Central Service area worked to exclude the airspace north and west of KLOT, to allow pilots flying to and from 1C5 to use I-55 as a boundary. I-55 will be a boundary in the LOT Class D airspace.

## Holland Grabs 11th National Aerobatics Title

Rob Holland, EAA 555134, of Nashua, New Hampshire, continued his dominance of the U.S. National Aerobatic Championships, sweeping to his 11th unlimited category title in the competition at Salina, Kansas.

In the final results posted from the championships, International Aerobatic Club president Jim Bourke placed second in the unlimited category, with Goody Thomas finishing third.

This year's Nationals also set the 2023 American team for the Advanced World Championships in Las Vegas.

Matthew Dunfee, EAA 1051680, of Las Vegas edged Michael Ciliberti for the overall advanced national title, with Don Hartmann placing third.

Pilot's flying north of I-55 will remain outside of the LOT Class D, except for one small area southeast of 1C5. Aircraft within 1.8 NM of K1C5 will be outside of LOT Class D. The ceiling will be 2900' MSL." The December 1st date is a "soft opening" for the control tower. No official date has been announced for the Class D airspace being in place.

Your editor was flying north above Interstate 55 from the intersection of Interstate 80 recently in his experimental aircraft, and making mental notes of what will be good landmarks to avoid the airspace edges to the north and west.

A careful look at the depiction of the airspace proposal shows the northern edge of Interstate 55 is the northern lateral limit of the Class Delta airspace. The western edges are a bit harder to see, but there is a "dogleg" in I-55 that makes it easier to define visually.

Chapter leadership has been discussing the long term effect of this airspace change to our Young Eagles flights on days where we use the "southern route." Stay tuned.



## *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.