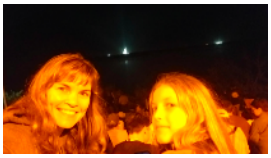

ARTEMIS I
DREAM BIG AND NEVER GIVE UP!

THOUGHTS ON TRAINING
SOME VALUABLE LESSONS

FROM THE LEFT SEAT
2023 WILL BE A YEAR FULL OF MEMORABLE MOMENTS

KLOT CLASS DELTA UPDATE
THE TOWER OPENED DECEMBER 29TH

EAA 461

From the Left Seat

Chapter 461, I hope this message finds you warm and well as we approach the threshold of a new year! As for me, well, I feel like 2023 is going to arrive before I am ready for it… or maybe that is me projecting angst based on the imminent arrival of the RV-14A's empennage kit. (I ask once again: What have I done?!)

Al, Dean, and I would like to thank Brenda Culver for volunteering to serve as our Treasurer, and we would like to thank Dina Romanova and Robbie Culver for volunteering to serve on our Board of Directors. As we enter 2023, we are looking for a volunteer to serve as our Membership Coordinator. If you are interested in helping us grow the chapter, please

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

(PLEASE!) make your interest known so we may find something else for Robbie to do that does not involve managing people. :)

Folks, 2022 was a fantastic year in the life of our chapter, and I am looking forward to EAA Chapter 461's 50th birthday in 2023, Cavalcade of Planes, Young Eagles and Hangar Nights, and the inevitable foibles and follies my RV-14A project represents are going to make 2023 a year full of memorable moments and amazing achievements! What are you looking forward to?

*****

Hangar Happenings:

Lounge-461: The ceiling panels (⅝" green gypsum board) have been cut, primed, and painted. Our next step is to purchase materials and fabricate the framework of our coffered ceiling. Unless the weather has other plans, we expect to have materials on-hand and ready for the next Hangar Night on January 12, 2023.

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

Chapter Waypoints:

The arrival of January 1, 2023 means dues season is once again upon us. Chapter dues are $25 per member, and members must also be members in good standing of EAA national (evidenced by an active EAA number). Dues may be paid by cash, check, or PayPal. If you wish to pay via PayPal, please be sure to use the dues-specific PayPal button on the EAA Chapter 461 website (about halfway down the page) to ensure the chapter receives a full $25 after PayPal takes their $1.01 (total dues via PayPal are: $26.01).

Dues

EAA Chapter 461 is now accepting membership dues for 2023. Membership dues for 2023 are $25 per member.

Chapter members may pay membership dues online via a PayPal (see below), or they may contact us to make arrangements for payment via cash or check.

If paying by PayPal, the transaction total will be $26.01. The extra $1.01 is to cover PayPal's 1.99% + $0.49 per transaction fee. This value ensures EAA Chapter 461 receives the full dues amount after PayPal subtracts its fee.

EAA Chapter 461 2023 Annual Membership Dues $25.00 Buy Now

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.

For those interested in a family chapter membership, the Board of Directors will be discussing the creation of a family membership option at the January board meeting. More information, possibly including a by-laws amendment, will be available soon.

Our 2023 chapter renewal was submitted on December 18, 2022, and we have once again convinced EAA to allow us to persist for another year.

We used our remaining $445 of 2021 Young Eagles credits (credits are use-or-lose in nature) to purchase a color laser printer, additional toner, and plenty of paper to support our future Young Eagles and youth activities.

We mentioned this last month, but I think it bears repeating: The EAA Ford Tri-motor Tour Team informed us that we were the highest-grossing host of the Ford Tri-motor aircraft during the 2022 season, and the Ford Team has indicated that we can expect to host a Ford Tri-motor once again at Cavalcade 2023. Thanks again to Rick Siegfried, Rand Siegfried, Joe DePaulo, Dean Karafa, and all of the Chapter 461 volunteers who worked tirelessly to make 2022 super successful!

Thank you to everyone who opted to use Amazon Smile (an anonymous endeavor) and select EAA Chapter 461 for their designated charity this past holiday season. As mentioned previously, there is no price difference for products purchased through Amazon Smile versus regular Amazon, and a portion (0.5%) of each purchase made using Amazon Smile is given to a charitable organization of your choice.

You may use the following link to simultaneously shop and support Chapter 461: https://smile.amazon.com/ch/27-2633906

Or, for those into using QR codes:

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 $48 per year. Family memberships are available for $60 per year. Both include a twelve-month subscription to Sport Aviation magazine.

As I write this, there are only 206 days until AirVenture 2023!

Until next month...

VFRs!

Thoughts on Training

Michael Farley

As I slowly taxi the jet onto the runway, I take a mental assessment of the current weather conditions. Not only is it night time, but with the reported visibility at less than 1/4 mile, but I can only see the first few white runway edge lights before the rest slowly disappear into the gloom. The ceiling is currently being reported at 200' AGL, and if that's not enough, I'm also looking at a steady 15 knot crosswind combined with light snow showers. What a night!

Regardless, it's now time to get down to business. After all of the checklists are complete, I line up with the runway centerline, ensure is all is in order, and smoothly advance the throttles to the stops. The whine of two turbofan engines gets noticeably louder as the Honeywell/Garrett TFE 731's start pushing us down the runway. As I make gentle corrections using the nosewheel steering tiller to keep us on centerline, I listen for airspeed and power callouts from my copilot sitting across from me in the right seat. The first thing I hear is "Airspeed Alive" which happens around 50 knots, quickly followed by "80 Knot Cross Check" which is my call to release the nosewheel tiller and assume command of the control yoke.

By this point, the rudder has sufficient authority to keep me on the centerline so direct nosewheel control isn't needed. Maintaining centerline, the jet quickly accelerates to our next calculated airspeed milestone, V1. For those who are unfamiliar, V1 is commonly defined as 'Takeoff Decision Speed', or the speed at which it's normally safer to go ahead and continue the takeoff if something bad happens as opposed to aborting the takeoff and trying to stop on what's left of the runway. Not that anything bad ever happens, right?

Well, this must have been my unlucky night. As soon as my copilot calls "V1" and I move my right hand from the throttles to the yoke, I find that the bright red Master Warning System lights start to flash, and immediately the airplane wants to start swerving for the

Board of Directors

Chairman - Dean Karafa

Al Bally

Robbie Culver

Jeff Krasowski

Amy Reeb

Dina Romanova

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!

edge of the runway. I stomp on the rudder to maintain directional control as my copilot states "Rotate", so it's time to apply back pressure and get the jet off the ground. As we slowly start to climb, my copilot raises the landing gear as I concentrate to keep us on proper heading and airspeed.

"Right Engine Failure" is the next callout I hear from my copilot, and after a quick scan of the engine gauges, I agree with his assessment. Immediately we run through a series of memory checklist items and procedures designed to deal with this situation while the jet slowly continues its climb to a minimum safe altitude.

Once there, I slowly pitch the nose over to accelerate, complete our checklist items, and determine our safest course of action to get our sick airplane back on the ground. Given the dismal weather conditions, I will most likely be shooting an ILS approach to minimum decision height altitudes and hope the runway comes into sight early enough that I can attempt to make a safe landing.

The good news is, this isn't happening in real life. This particular situation is one of many I find myself facing while undertaking annual recurrent simulator training through FlightSafety International which has training centers located all around the world. In this instance, I'm at the Wilmington, DE airport. FlightSafety has a simulator of the Hawker 800XP I fly located here, so every spring I make the journey to this location in order to practice various abnormal and/or emergency situations.

This year, in addition to the standard array of stalls, steep turns, and instrument approaches, I also face multiple scenarios involving engine fires and failures, avionics outages,

Chapter Leadership

President & Web Editor: Chad E. Carlson
Vice President: Al Bally
Treasurer: Brenda Culver
Secretary: Alexander Falco Sonnenberg :

Young Eagles Coordinator: Dina Romanova
Membership Coordinator: Robbie Culver (temporary)
Facilities Coordinator and Newsletter Editor: Robbie Culver

CONTACT INFORMATION

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118 S. Clow International Parkway, Bolingbrook, IL 60490
http://bbclowairport.com

Email address
contactus@eaa461.org

pressurization issues, and hydraulic failures among others. Needless to say, it's an intense and tiring few days!

As I endure this training course, my mind constantly goes back to the fun I have flying my Sonex designed Waiex kit-plane. Things seem to be much simpler and more fun in my 1100 pound sport plane as compared to a 28,000 pound mid-size business jet.

Even though my trusty little Waiex and a business jet are two very opposite ends of the flying spectrum, I can't help but wish there was a way to take advantage of the knowledge and skills I've learned and practiced here at FlightSafety and apply them to flying my homebuilt Waiex. As much as I love flying both, at first thought I have trouble finding any similarities between high altitude, IFR jet flying verses buzzing around the local traffic pattern in my Waiex.

Yet, the more I think about it, the more I realize that there are some valuable lessons learned while flying jets that can have a positive correlation to small general aviation airplanes and the way we operate them. Regardless of the size of airplane you fly, taking the time to consider different safety aspects of flying can have a major influence on the procedures and mindset we use to operate our airplanes. After all, safety is always important regardless of what model of airplane we fly!

After consideration, the following is my own personal list of safety oriented subject areas that we emphasize while flying jets but, in my opinion, can also be very important factors to safely flying your airplane as well.

Preflight Planning

As you can probably guess, there's never a situation where we simply hop into a jet and go for a joyride. With a fuel burn of

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

slightly more than 300 gallons of fuel the first hour of flight time and a cruise speed of around 450 knots, the Hawker jet isn't the best platform for a Saturday morning pancake run with the local EAA chapter!

In the corporate world of flying, preflight preparation usually begins several days in advance of the trip with overviews of forecast weather conditions, passenger manifests, as well as constant updating of enroute and arrival NOTAMs. Fuel calculations are made, weight and balance forms are filled in, and in today's world, safety audits are all completed well prior to engine start.

Now I know what you're thinking; this all sounds like fun, but how does all this stuff apply to a simple evening fun flight in my airplane? Technically, FAR 91.103 states that "*...the Pilot In Command shall, prior to any flight, become familiar with all information concerning that flight*...", and even though this can possibly be somewhat vague in defining our actual responsibilities, it's important to remember that it's our duty to ensure the flight will be accomplished in as safe a manner as possible.

When's the last time any of us actually considered weight and balance, let alone actually crunched the numbers to make sure we are within our aircraft's envelope? How about calculating fuel requirements for your flight, remembering you are required to land with at least 30 minutes of fuel at normal cruise power fuel burn? In my Waiex, this means I always try to land with at least 3 gallons of fuel as an absolute minimum; more if possible.

For obvious reasons, it's always important to obtain a thorough check on weather conditions, even if you're only going on a local flight. I believe we can all agree that while it's no fun, sometimes the best decision we as pilots can make is when to stay on the ground and wait for a better day, and having a thorough knowledge of the current and forecast weather goes a long way in making the proper go/no go decision.

Finally, I have to include one final check that should be completed prior to any flight; no matter where you are or where you're flying, always check for Temporary Flight Restrictions (TFRs). These pesky airspace restrictions have a nasty habit of popping up at the most inconvenient times, and even experienced pilots have been caught unaware when they accidentally violate these airspaces. Don't fall into that trap; check to make sure there are no TFRs in your area or along your route of flight.

Congressional Action Underway to Fix LODA Requirement Issue

An FAA policy that added hurdles for pilots who were seeking safety and flight review training in homebuilt and other experimental category aircraft could be fixed through bipartisan efforts within a national defense reauthorization bill making its way through Congress.

The FAA policy turnabout, established in July 2021, required certain aircraft owners and flight instructors providing flight training in experimental aircraft to obtain a letter of deviation authority (LODA) in order to conduct flight training.

This would include homebuilt aircraft owners seeking training in their own aircraft. The sudden FAA policy change caused a great deal of confusion and forced the agency to quickly adopt the LODA workaround to prevent the unintentional grounding of tens of thousands of pilots.

More information is here.

Takeoff Considerations

On the surface, considering takeoff options in a single engine airplane is pretty straight forward. If the engine runs, you fly; if the engine stops running, you land. Simple and easy, right?

When flying a jet, there's a lot more to the decision making process than that. Prior to each takeoff, the flight crew briefs possible scenarios for different phases of flight, as well as any considerations that may need to be accounted for when planning the takeoff and initial climb.

For example, what will the pilots do if, early on in the takeoff roll, they determine one engine isn't producing appropriate takeoff power? If it's raining, how does a wet runway affect the aircraft performance? How will the crew plot their course so they can avoid possible rising terrain issues?

When dealing with our airplanes, we can also use these "what if" scenarios to determine our reaction if faced with some sort of abnormal situation. Based on my previous training, my recommendation is to divide your takeoff into multiple segments and brainstorm potential issues during the following possible scenarios; before liftoff, after liftoff but when you can still land on what's left of the available runway, and finally after you have no more usable runway available.

The first segment of takeoff is to consider anything abnormal prior to liftoff. What will you do if a sudden crosswind catches you and pushes you towards the grass? What happens if you're accelerating down the runway and the canopy pops open, or you suddenly experience a shimmy in a wheel? Or how about you suddenly start to smell something electrical burning?

In any of these situations, your best bet will most likely be to maintain control of the aircraft, reduce throttle, and abort the takeoff. It's much better to troubleshoot possible issues on the ground, even if that means a long taxi back from the end of the runway.

Our next scenario is what we will do when we've already left the ground, but there is still usable runway ahead of us. In this case, if minor nuisances pop up they may potentially be temporarily ignored, but if something catastrophic happens, our safest bet will probably be to try and get the airplane back on the ground, even if that means we run over the departure end of the runway at a slow speed.

F-22 Demo Team schedule includes Oshkosh

The U.S. Air Force's F-22 Demo team announced its 2023 schedule at this week's International Council of Air Shows (ICAS) convention in Las Vegas, and EAA AirVenture Oshkosh is among the appearance locations listed. According to the schedule, the F-22 team is scheduled to be in Oshkosh on July 27-30, the final four days of AirVenture 2023.

Along with the solo F-22 demos, the team participates in the U.S. Air Force Heritage Flight program. This program is extremely popular with Oshkosh air show crowds, as it matches current military fighter jets with vintage warbirds from World War II and other eras.

For more information, click here.

The three main scenarios that should result in an immediate descent and return for landing is an engine fire, an engine failure, or a loss of aircraft control. If any of these happen, maintain control to the best of your ability and get the airplane back down in order to land on whatever's left of the runway.

Finally, we must consider our options if we're climbing out well beyond the airport environment and we experience some sort of emergency situation. The general consensus is that, if your engine quits, attempting a turn back to the airport below pattern altitude is a very bad thing and should be avoided, so have you considered safe areas where you may try to land your airplane at your home airport if said engine failure occurs?

For example, at my home airport I know that I can take off to the east and have plenty of suitable landing fields straight ahead, but if I take off to the west my best bet is to turn left around 45 degrees which will put me in line with open fields and away from the new housing development located just off the end of the runway.

Hopefully we never have to deal with an emergency situation on takeoff or early in the climb, but when seconds matter, having a well thought out escape plan may be the difference between a non-event and a serious catastrophe.

Enroute Scenarios

When considering emergencies during cruise flight, the good news is that there aren't often many accidents during this phase of the flight. On the other hand, continuing the "what if" game of questions is still a worthwhile idea, even if no surprises are currently taking place. When I was training to become a Cirrus Standardized Instructor Pilot (CSIP), we utilized "Scenario Based" training to help get new Cirrus owners accustomed to their airplanes.

For example, rather than flying along and having your instructor simply reach over, pull your throttle to idle while announcing "engine failure", how would you react if you're flying along and you notice your oil pressure very slowly start to fall? *(Editor's note - that gets your attention fast!)*

Perhaps, as you're flying you notice the in-flight weather visibility start to slowly fall, and even though it's still VFR, conditions are slowly getting worse? Or, what would you do if you're flying along and your passenger tells you they are starting to feel ill?

EAA Young Eagles Program Sees a Return to Normalcy in 2022

After two years of decreased participation due to the COVID-19 pandemic, 2022 has seen EAA's Young Eagles program rebound and reach tens of thousands of young people through participation in aviation.

More than 49,000 youths ages 8 to 17 experienced The Spirit of Aviation this year through a free introductory flight in an aircraft. These flights were all made possible by 4,078 pilots who volunteered their time to help, with 1,159 of those pilots new to the Young Eagles program in 2022.

"We are thrilled to see an increase in the number of pilots looking to help inspire the next generation of aviators," said David Leiting, EAA Eagles program manager. "For pilots, the rewards of flying Young Eagles are immeasurable. The only way we get more young people involved in aviation is to have more pilots participate, so the open invitation is always there."

Click here for more information

Ultimately, a good safe bet is to always have contingency plans in the event of abnormal situations. When training in the Hawker jet this may involve emergency descents from high altitudes to deal with systems failures or medical emergencies; in our aircraft it's always a good idea to have local suitable airports in mind, just in case something bad happens and you need to divert to get on the ground quickly and safely.

Descent and Arrival Planning

Every once in a while I still get to exercise my CFI rating by providing flight reviews (they used to be called BFRs) to pilot friends at my home airport. One common weak point I notice in decision making technique among these pilots is how to enter the airport environment at an uncontrolled field.

When flying my Hawker jet, this doesn't happen very often; landing at uncontrolled fields is fairly rare in and even if it happens, the local Air Traffic Controller will not only direct you to the airport, but they will often maintain radio contact with you until close to landing.

When flying VFR however, things can be a little different. Let me ask you, when arriving at an airport for landing in your aircraft, when do you make your first radio call? Or, how far away from the airport do you start a descent to get down to traffic pattern altitude? Quite often I observe pilots fly 'GPS-Direct' right to the destination airport and after they overfly it, only then will they begin to consider the proper traffic pattern entry procedures. I guess it works, but as much as I hate to say it, that's not a very professional procedure.

A much better technique would be to obtain the destination winds and weather report well prior to entering the airport environment and, once you determine the active runway, plan out how you want to maneuver to join the downwind leg on the standard 45 degree pattern entry leg. This will involve flying to that initial point of entry, even if that means slowly circling around the airport to get to the other side.

Also, don't forget that you want to be established at the traffic pattern altitude well before actually entering the pattern. You don't want to be descending after you're already in the pattern since you may not be able to see if someone is directly below you.

Stabilized Approaches

I'll begin by saying this right up front; flying stabilized approaches

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.

are very important when flying jets. When you first learn how to fly and land a jet, you are taught that once established on final approach, all configuration changes, airspeed changes, heading changes, and rate of descent changes are to be completed before you descend through 1000' AGL (normally at around a 3 mile final approach point). Once you're beyond this point, only small corrective changes should take place or else you should perform a go-around and try again.

The reason for this is simple; given the size and weight of a large aircraft as well as the amount of inertia the pilot is managing, the pilot needs to be well ahead of the airplane during the final approach and landing. If a jet is about to land and not properly configured, too fast or slow, too high, etc., this generally does not end well.

I hate to bring up the Boeing 777 crash at San Francisco, but it's a good example of what I'm talking about. Remember, when flying any airplane the goal is to touch down in the first 1/3 of the runway, on speed, and at a proper rate of descent.

In most GA aircraft, we seem to have more "wiggle room" based on the airplane's performance capabilities and landing speeds, but I do feel that flying a stabilized approach is a good idea regardless of the airplane you're flying. For the record, there have been instances where pilots have landed short of the runway because they were not stabilized.

Once you're on final approach and only a few hundred feet above the ground, try to hold a consistent airspeed and power setting and don't worry about changing the flaps or trim. Your focus should be outside on the runway environment and getting ready to transition the airplane in the flare. Remember that if anything doesn't look or feel right, you should perform an immediate go around and try again. As the old saying goes, a good landing is the result of a good approach. You never want to try and salvage a bad approach!

Postflight Inspections

Last but not least, a good safety tip is to perform a quick check of the airplane after you've arrived at your destination. Think of this as a quick preflight/postflight inspection just to make sure nothing is amiss that you may accidentally miss the next time you prepare to fly.

When flying jets, checking oxygen levels, hydraulic pressures, and oil levels happens after every flight. With our airplanes, checking

Are you a member?

As we step into the new year, we want to gently remind you that chapter membership annual fees are due.

We are 501(c)(3) non-profit charitable organization. We rely on annual fees and donations to cover the expenses.

Your membership dues help EAA 461 host Young Eagles, Hangar nights and monthly presentations, and also build a flight simulator lab!

Membership dues for EAA Chapter 461 are $25 per person per year and are due on the first of January each calendar year.

You can pay at https://www.eaa461.org/donations-dues-fees/. Scroll down to EAA Chapter 461 2023 Annual Membership Dues $25.00. Please note that there's $1.01 extra to cover PayPal if you pay online. You can also write us a check and give it to Chad, Brenda or any of the board members.

To be a chapter member you are required to have an active EAA membership first. Please make sure your EAA membership is current. It is $48 per person per year, or $60 per family. You can check the status of your EAA membership and renew it here: https://www.eaa.org/eaa/eaa-membership

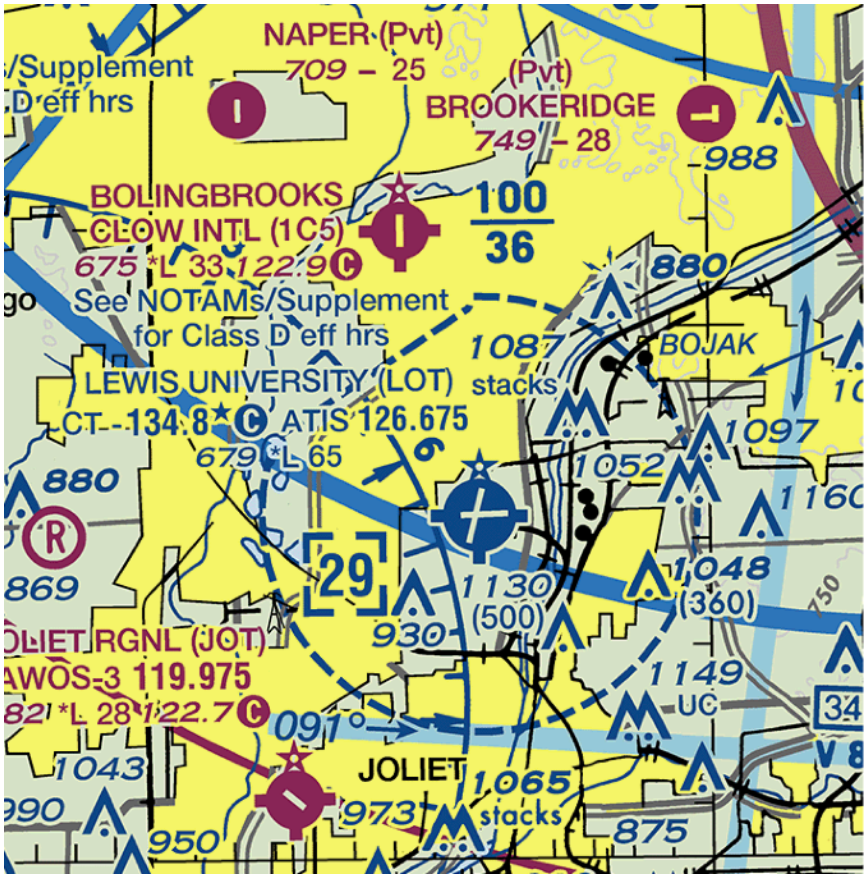
for oil leaks, low tire pressures, and nicks in the prop (for example) may save you the annoyance and heartache of not catching these items until the next time you want to fly.

Also, always make sure all switches are off before closing and locking the door. We all know pilots who have killed their battery by accidentally leaving something switched on; don't be that person!

Hopefully these guidelines have helped you develop some of your own possible training scenarios in your airplane, or if nothing else, they have given you some safety considerations to ponder. As owners and pilots in such a wonderful community of friends and builders, we should all strive to make ourselves a little safer and more careful as we enjoy our fun little airplanes.

KLOT Class Delta Update

The FAA chart at https://aeronav.faa.gov/visual/12-29-2022/sectional-files/Chicago.zip shows the official airspace.



From a Facebook post by Jim Subka, the following is unofficial:

Young Eagles Year-End Wrap-Up

As 2022 comes to a close on the Young Eagles program, it's hard not to look back and be proud of the entire Young Eagles volunteer workforce.

The program continues to rise out of COVID-19, as flight activity is moving closer and closer to pre-pandemic levels.

In a normal year, approximately 60,000 Young Eagles take flight. 2020 and 2021 certainly took a toll on the program.

Annual Young Eagles Flight Activity

2019 — 59,016

2020 — 8,006

2021 — 35,590

2022 — 47,400 (YTD)

For more information, click here.

Notes on tower operation from a meeting with the tower manager.

1. Tower went live December 29th at 6am.

2. Tower will be open 7 days a week 6am-8pm.

3. NO RADAR: make position reports as accurate as possible. Make initial call preferably 10 miles out, 7 at latest (landing light on would help them).

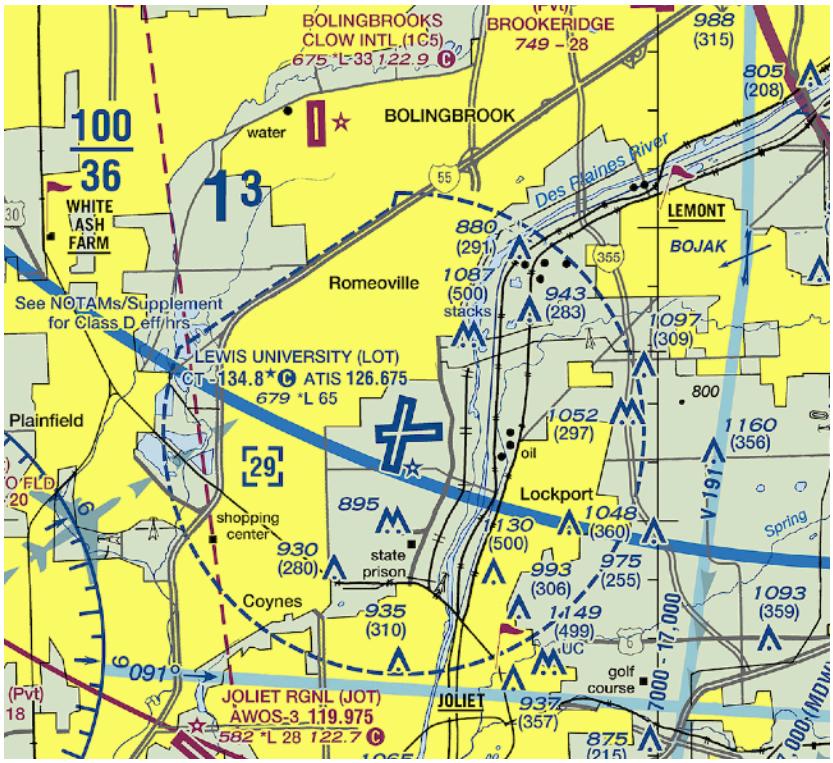
4. Do not report leaving the Delta, only ask for frequency change if you want to change while still in the class D.

5. No LAHSO or Line up and wait ops yet.

6. Make any requests as early as possible (on ground before departure if possible, ie: short approaches, touch and goes, etc).

7. Tower tours will be open when controllers get comfortable, just call ahead.

8. They only have 6 controllers including the manager, so the tower may often times have only 1 person working ground and tower.



Editor's note - this is what we hoped for, and provides close to 3 miles from the end of runway 18 to the edge of the airspace.

EAA 461 Young Eagles Summary

2022 by the numbers from Dina Romanova - Young Eagles Coordinator

April - cancelled

May - 54 kids, 6 pilots

June - 23 kids, 6 pilots (weather made us finish early)

July - 32 kids, 9 pilots

August - 48 kids, 10 pilots

September - 45 kids, 8 pilots

October - cancelled

TOTAL: 202 kids this season

Huge thank you to our awesome YE pilots:

Al Loek

Zook Williams

Austin Dolan

Bob Moore

Chad Carlson

Cristopher Grear

Dennis Barfuss

Jorge Gonzalez

Josh Krecek

Robbie Culver

Bob Kopeika

Ron Miles

Ron Monsen

Steve Russell

Homebuilders week

Homebuilders Week – Online Event Starts January 23

An online opportunity to learn about all aspects of building your own aircraft

By Charlie Becker, EAA Homebuilt Community Manager

EAA will be hosting our third annual Homebuilders Week online learning event for aircraft builders: (www.EAA.org/HomebuildersWeek). It will be five straight days of educational forums covering a broad spectrum of aircraft building topics. It will start on Monday, January 23, 2023, and run until Friday, January 27, 2023. The live online presentations will be open to everyone interested in building their own aircraft. Sessions will start at 11:30 a.m. CST and run until 8:30 p.m. CST daily.

This event is an opportunity for a new person to jump in with both feet and learn a lot about the wonderful world of homebuilding. We will cover areas like getting started successfully and techniques when building with sheet metal, composites, steel, and wood. But it won't be just for the newbie; we are offering in-depth talks on panel planning, engine selection, FAA certification, flight testing, and selling a homebuilt aircraft.

There will be something for every builder, whether you are just starting out, knee deep in a project, or just received your airworthiness certificate — it is going to be a great learning opportunity.

EAA is working with industry experts, kit manufacturers, and other subject matter experts to provide top-notch material for builders. The sessions will be live and allow time for attendee questions. Recordings will be archived and available to EAA members for review.

EAA Homebuilders Week coincides with the 70th anniversary of the founding of the Experimental Aircraft Association in 1953. Those founding members of EAA lit the fuse on the homebuilt movement that provides affordable access to aircraft ownership and today has spread worldwide.

EAA Homebuilders Week is possible through the generous sponsorships of Aircraft Spruce & Specialty Co., Dynon, Scheme Designers, Inc., and Van's Aircraft, Inc.

Visit EAA.org/HomebuildersWeek to review the schedule and sign up for a session.

EAA Celebrates 70 years!

January 26th, 2023 marks EAA's 70th anniversary! The January 2023 issue of *Sport Aviation* has a great article - *70 Years and Counting!*

The digital version of the magazine has an accompanying video.

Visit this link to watch it on *YouTube*.

Look for the celebrations to continue all year!

Homebuilders Week Schedule
January 23 - 27, 2023
All Time Central
www.EAA.org/HomebuildersWeek

CST	Monday 1/23/2023	Tuesday 1/24/2023	Wednesday 1/25/2023	Thursday 1/26/2023	Friday 1/27/2023
11:30-12:45	Building an Aircraft: What You Need to Know- Charlie Becker	Composite Construction Basics- Mark Forss	Top Five Project Killers-Lisa Turner	EAA's Homebuilt Movement: Past Accomplishments and Future Opportunities -Jack Pelton & Charlie Becker	Amatuer Built Aircraft Certification Process-Joe Norris
1:00-2:15	Wiring Basics - Dick Koehler	Buying a Used Homebuilt-Vic Syracuse	Flight Testing Basics-Gary Baker	Lycoming Engine Installation - Dave Prizio	Working with Wood 101-John Egan
2:30-3:45	TIG Welding-Charlie Becker & Earl Luce	The REAL Culprit in HB Accidents- Ron Wanttaja	Zenith Aircraft Kits & Plans-Sebastien Heintz	Panel Planning-Stein Bruch	Advocacy Update: MOSAIC, Fuels & More - Tom Charpentier & Rob Hackman
4:00-5:15	Sonex Aircraft & AeroConversions Products-Mark Schaible	Fabric Covering Basics - Mark Forss	Advanced Flight Systems-Rob Hickman	Garmin Experimental Avionics Solutions- Brad Brensing	Plans Built Aircraft: The Affordable Option-Tim Hoversten
5:30-6:45	Sheet Metal Basics - Mark Forss	Dynon Avionics-Michael Schofield	Gas Welding -Budd Davisson	Choosing Wheels & Brakes-George Happ	Van's New High-Wing RV-15-Greg Hughes
7:00-8:15	Kit Selection - Paul Dye	Van's RV Aircraft Kits-Greg Hughes	Finding an Engine for Your Homebuilt-Mike Busch	Painting Your Plane: DIY or Use an Expert?-Craig Barnett & Ken Reese	Maintenance Horror Stories - Vic Syracuse

To sign up, visit: www.EAA.org/HomebuildersWeek

Artemis I: To the Moon and Back

By Dina Romanova

We live in a wonderful time of opportunities. In December 2022, we celebrated Aviation day - the very first flight took place on December 17, 1903. As we learned from the presentation by Dave Kent, at our December membership meeting, there were other people attempting and even succeeding in getting into the air, but the honor of the first flight belongs to Wright Brothers, because it was the first powered, sustained and controlled flight. The progress moved at an exponential rate after that. Ten years later the first commercial flight took off. Fifty years later we were launching humans into space. And within the decade that followed, people had stepped on the Moon... Some of us witnessed that incredible milestone in human history. And some of our members probably don't know that we have a real “Rocket Man” in our chapter. Dean Karafa was a part of the Apollo program, as a test engineer for the first stage of the Saturn V rocket! As a part of the crew, Dean was just 3 miles away when the Saturn V launched. He described it as the deafening roar of the engines, vibration you feel in your bones and blinding heat...

I always wanted to see a rocket launch, and since Dean’s presentation the idea of watching a big rocket was at the top of my bucket list. I have been following NASA's progress on their new SLS rocket for a while. SLS (Space Launch System) is the new rocket designed to take people to the Moon and beyond. It is quite different from the Saturn V. The first stage of Saturn V had five enormous F-1 engines - the most powerful rocket engines in history. Sadly, the 50 year gap cost us to lose momentum and the expertise needed to build these engines. Instead, NASA used the technology they mastered during the successful space shuttle program. The SLS rocket has 2 solid boosters, and uses RS-25 engines - exactly what shuttles had. In fact, they reused the existing shuttle engines! Yes, they actually removed the engines from the shuttles in different museums across the country, and shot them to the Moon!

The first launch attempt of the new SLS rocket (the Artemis I mission) was scheduled for August 29th. The tickets were sold out instantly. I didn't get a ticket to the 3-mile away viewing location, and bought the next best option. The launch was scheduled for 9am, but we had to be there at 4am. It was an interesting

Airventure 2023 Tickets On Sale!

Getting your EAA AirVenture Oshkosh 2023 tickets, parking, camping, and more is fast and easy! Simply select weekly or daily tickets, select optional add-ons like parking, camping, and flight experiences, and pay by credit card.

Admission includes access to all showplane parking areas, including homebuilts, vintage, aerobatic, warbirds, ultralights, lightplanes, rotorcraft, and seaplanes.

AirVenture forums and workshops with no reservations required.

A variety of evening programs, including nightly movies at the Fly-In Theater and programming at the Theater in the Woods.

Air show activities, including daily afternoon air shows and showcase flights, the Wednesday and Saturday night air shows, and Twilight Flight Fest.

EAA membership information and merchandise areas.

Commercial exhibits, displays, and information from 800+ exhibitors.

All AirVenture speaker venues.

EAA Aviation Museum admission during the event. KidVenture located behind the museum at Pioneer Airport.

Click here to check out specifics!

experience to wander around the Kennedy Space Center at night. It was also a big disappointment because from this viewing location we couldn't see the rocket or the launchpad. The launch was scrubbed at T-40 minutes because there was a problem with one of the engines. The next attempt, a few days later, was scrubbed too - hydrogen leak during fueling. After that the rocket was rolled back to the assembly building (to escape the tropical storm and replace batteries on the flight termination system).

When NASA announced the next launch date to be November 14, I was skeptical and didn't plan to go. What's the point if I can't see the rocket anyway? But you know how sometimes you say what you want out loud and the Universe sends it your way? It was one of those moments. Kennedy Space Center offered me to upgrade my tickets to the best viewing location. That was an offer I couldn't pass on! I got the upgrade, bought the plane tickets, car rental, hotel, excused Vika from school for Monday... two days later NASA announced that they are abandoning the attempt on Monday because of the approaching storm. All of our tickets were non-refundable so I decided we'd still go and spend 2 days on the beach. While we were there, NASA started talking about launching the rocket on Wednesday November 16... so I bought the new return tickets (someone ditched school for 2 more days)... And here we were feeling extremely lucky to witness the historic launch of Artemis I. And from the best possible seats! Just to the right from us were bleachers for NASA and other VIP people.

It was a clear night, the Moon was reflecting in the pond, and the rocket illuminated brightly on the launchpad was the most beautiful sight! We got a bit nervous learning there's a hydrogen leak again. But we were surprised how quickly it got fixed. The "red crew" are probably the bravest people on Earth. They fixed the leak by tightening some nuts and bolts on the liquid hydrogen

EAA 461

EAA 461 celebrates 50 years!

January 2023 marks EAA 461's 50th anniversary!

Our chapter has seen ups and downs, years where it grew and years where it didn't. But after 50 years, we are still going strong!

A huge thank you to all of those who founded the chapter, and this who worked to save it and help it grow!

valve WHILE the rocket was loaded with propellant... Admirable courage! Seriously, it took longer to replace the faulty ethernet switch. All these issues delayed the launch by only 40 minutes. At 1:46am EST we watched the liftoff. The night launch was spectacular! It became brighter than a summer day, so bright that I was blinded for several minutes.

The Artemis I was a phenomenal success. This is the first time NASA launched a rocket to the Moon since the Apollo program ended 50 years ago. This new rocket was powered by leftover shuttle engines, survived lightning strikes and a hurricane while it was on the launchpad. Despite all the challenges it completed the mission successfully, the Orion capsule went further than any other habitable spacecraft, took fantastic selfies on the way, and returned home safely. This launch paved the path for the future Artemis missions. If you missed Artemis I, you have a chance to see Artemis II which will take astronauts aboard. I suspect it will be even more challenging to get the tickets though. But don't let it stop you from trying!

Dream big and never give up!

Happy New Year!

The Artemis Space Program

Artemis I is the first in a series of increasingly complex missions that will enable human exploration to the Moon and Mars.

Click here to check out specifics!

During Artemis I, NASA's new mega Moon rocket, the Space Launch System (SLS), roared into the night sky and sent the Orion spacecraft on a 1.4-million-mile journey beyond the Moon and back. The uncrewed flight test was the first in a series of increasingly complex missions that will set the stage for the first woman and first person of color to step foot on the lunar surface, and for a long-term presence at the Moon that will enable future crewed missions to Mars.

From before its launch on Nov. 16, 2022 to splashdown on Dec. 11, NASA photographers and even the cameras onboard Orion captured stunning images, helping bring the public along for the mission.