



BLAKESBURG
WHERE YOU CAN
STILL FIND A PIECE OF
AMERICANA AND
APPLE PIE



**BUILDING AN
AIRPLANE CHANGES
THE PATH YOU'RE ON**
BEFORE, IT JUST
SEEMED IMPOSSIBLE



FROM THE LEFT SEAT
I SUBJECT YOU TO
THE WORST OF THE
WORST HUMOR



**MY JOURNEY TO
SPORT PILOT**
EARNING A PILOT
CERTIFICATE IN A 1945
AERONCA CHAMP



From the Left Seat

Greetings Chapter 461!

There are some months when I struggle for things to share with you. Those are the months when I subject you to the worst of the worst humor (and sometimes the worst of the worst grammar) - mine. Fortunately, this is not one of those months! In fact, there is so much to relay this month that I am having a difficult time figuring out where best to start (I'm having the same problem with my RV-14A, but that's another subject altogether...).

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



First, I would like to congratulate several chapter members who recently achieved major milestones: Dina Romanova completed her first solo, Brenda Culver became a Sport Pilot, and Jorge Gonzalez earned a Commercial Rating! Congratulations to each of you outstandingly motivated aviators!!!

Next, I am proud to share that our increasingly popular Hangar Night received national recognition (thank you for the write-up, Robbie!). <https://inspire.eaa.org/2023/02/16/eea-chapter-461-hangar-night>

Then, and just in time for our 50th anniversary, I am proud to announce that EAA Chapter 461 has been nominated to receive the Illinois Aviation Hall of Fame's Spirit of Flight Award. We won't know the outcome of our nomination for a few weeks; however, win or not, I think it is AWESOME that we are being considered!

And finally... We are still putting together the final details, but I am extremely pleased to announce that John Tatro has graciously offered to let Chapter 461 get involved with the construction of his Zenith 750 Cruiser. Please stay tuned for more information in the coming weeks. THANK YOU, JOHN!

Chapter Waypoints:

On March 14 (Pi Day), we will host a youth-focused aviation presentation at Meadow Glens Elementary STEM Discovery Night (6:00 pm - 8:00 pm).

On March 16, the tower chief from Lewis Tower (KLOT) will be visiting and presenting at the Illinois Aviation Museum (6:30 pm).

Our first Young Eagles rally of the year (April 8) is just over a month away... I cannot wait!

Cavalcade of Planes 2023 will be held on June 3 & 4th. If you are interested in getting involved, please contact Dean, Al, or I so we can count you in and put you to work!

Rick Ernst is planning to run his popular airplane building techniques booth once again at Cavalcade of Planes 2023. Rick's demonstration was our star attraction in 2022, and this year appears to be shaping up to be even better!

EAA's Ford Trimotor which was scheduled to grace the skies above Cavalcade of Planes 2023 has been grounded until at least

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.

AirVenture 2023 due to a manufacturing defect with its new wing center section. Obviously, this is disappointing news, especially since we were looking to top our own record as the highest-grossing tour stop (2022); however, safety is paramount, and we will find a way to fill the gap.

For those interested in a family membership, the board approved family memberships during the January board meeting. Family memberships are \$35. For those who wish to use PayPal, a PayPal option for family dues (along with fee details) is available on the [chapter website](#).

VFRs!

Ray Aviation Scholar Update

Jake Marchese

I am happy to say I finally have a checkride date scheduled. I have been in touch with a DPE, and they are available at the end of March. I am satisfied to finally have an execution date to take a checkride; this will encourage me to buckle down on my studies for the final phase of my flight training. My CFI continues to see proficiency in my flying abilities and studies whenever she questions me on any subject matter.

I will continue to fly weekly with my instructor until the date of the checkride to ensure currency and proficiency throughout the time between now and the end of March.



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.

I am very excited to accomplish this milestone in my life. I am even happier to be an inspiration to others who want to do something remarkable in their life, to show others they can reach something if they are willing to work for what is most fulfilling for them.

Building an Airplane Changes the Path You Are On

Robbie Culver

A very good friend of mine recently told me something that I thought was very profound, although I am quite certain he did not realize it at the time. *"Building an airplane has nothing to do with building airplanes; it changes the path you are on."* He is quite correct. Please, dear friends, read on...

Come for the airplanes, stay for the people... This friend and I met at an EAA 461 chapter meeting years ago when I was building my Sonex. At the time he was interested in building and had purchased Sonex plans. He wanted to see what the build process was like, so he asked if he could join me as I worked. Our friendship grew over many weekends in my garage, working together on the project, discussing life and aviation, sharing dreams, and learning about problem solving. One cold Saturday in March of 2013, we drove out to the Hinckley airport to see a friend's Sonex project. I did not realize the impact this venture would have. *"It all started from there."*

At the time, my friend was a private pilot working a retail management job. He asked if I thought he should pursue a career in aviation, and I tried to steer him clear of it. Lots of instability and a long road to get there. I am so glad he did not listen! Today, he is a Captain and check airman for a major regional airline, and I have never seen someone work so hard to achieve a dream. *It all started from there...* and for those of you out there reading, it can be your path as well! He says the experience changed the path he was on. What you experience in EAA 461 can change your path also, and you never know what experience will take you there!

At the time, I thought I was just building an airplane. Now, looking back, I can see it was so much more. *"You meet people and think about things so differently."* So true. In America, pilots make up a significantly small portion of the population. Pilots that build their own aircraft make up an *incredibly* small portion of the population! You have to be crazy to build an airplane - and yet,

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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!

when you meet people of a similar mindset, you realize you are not alone, you truly can achieve what may otherwise seem impossible.

“You start to realize you can accomplish anything by just doing small parts and assemblies.” He was talking about the project, but also about life. The big picture can be overwhelming - I felt that way about college, going at night, on the weekends, and sometimes all of the above for 11 years - but taken in context, the little achievements add up to bigger and bigger pieces. What begins as a piece of aluminum channel ends as a horizontal stabilizer spar. The individual ribs attach to it, become enveloped in aluminum skin, and attached to an airframe. A dream becomes a project that becomes an airplane. You start to realize you can accomplish anything...



As I built my Sonex, and my friendship, the little parts became big parts. Small assemblies became major structures. What began on a table in my basement eventually outgrew a two car garage. I learned along the way much more than how to read plans, drill, deburr, cleco and rivet. It was how to analyze, and break down a huge, intimidating project into smaller parts. It was learning how to fail, and then how to get over it so I could sleep that night. My 7-year old son became much taller, and my wife asked for her garage back. It was time to fly the Sonex. *“Finishing the airplane is the cherry on top but the other stuff is life changing.”*

We moved the project out of the garage and to the Aurora airport, where my friend was helping run a flight school. He had moved on from retail management and was there to help us unload the airplane from a rented U-Haul truck. In October 2015, after hours

Chapter Leadership

President & Web Editor:

Chad E. Carlson

Vice President: Al Bally

Treasurer: Brenda Culver

Secretary: Alexander Falco

Sonnenberg

Ray Scholarship Coordinator
and Young Eagles

Coordinator:

Dina Romanova

Membership and Social Media

Coordinator:

Amy Reeb

Newsletter Editor:

Robbie Culver

Email address

contactus@eaa461.org



CONTACT INFORMATION

Mailing address:

118 S. Clow International
Parkway, Bolingbrook, IL
60490

<http://bbclowairport.com>

Email address

contactus@eaa461.org

of transition training and much preparation, I flew my Sonex for the first time. The journey to first flight was truly life changing. The first flight was a non event, yet unforgettable.

One day, my friend told me he had applied for an airline job - and he got it! Proud does not begin to describe my reaction. He headed off to training in pursuit of his ATP (Airline Transport Pilot certificate), and I happened to have a business trip to Dallas while he was there. We went out for an unforgettable BBQ dinner one night and caught up on his new adventure. He got the ATP and was off and running on an airline career. *"I knew I could get the ATP because I could break it into small parts to accomplish."*

Ten years ago this week I was building an aileron. This past weekend, I used that aileron to turn as I flew my dream around the northern Illinois sky with a silly grin on my face. Life changing. Small assemblies became major structures. *"Before, it just seemed impossible."*

Aviation changes your life, sometimes in ways you can neither measure nor predict. It challenges you and makes you constantly learn. It teaches you patience and decision making. And most of all, it fills your life with love and laughter and friendship. Building an airplane goes way beyond that. It teaches you new skills (and maybe new words...), and it shows you what hard work can accomplish. What seems impossible becomes very, very possible.

"Building an airplane has nothing to do with building airplanes; it changes the path you are on."

My Journey to Sport Pilot the Old School Way

By Brenda Culver

Since the age of ten, when I was introduced to the world of general aviation, I have always loved flying but never wanted to fly. This probably doesn't make sense, but let me explain. I've always had this ingrained fear that if I took the controls of an airplane, that airplane would plummet out of the sky like an anvil on fire. I know. Ridiculous thoughts, but that was how I felt.

Growing up, I loved to fly as a passenger with my step dad in his Citabria and then later in a Cessna 170 and eventually a Cessna 180. Whether it was to a fly-in pancake breakfast a half hour away or a several day trip across the country to California, every flight

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](#)

was an adventure.

We'd all pile into the four seat 170, my brother and I in the back seat and parents up front. After we'd take off, I'd press my forehead firmly against the side window and watch the mosaic of greens and browns pass below us. I'd try to read the water towers and see what towns we were passing over during our flights and identify landmarks on the sectional chart we carried with us.



Sometimes when it was just Dad and I out for a flight, he'd ask if I wanted to fly a bit. I would hesitantly take the yoke and "steer" the airplane for a few minutes, my whole body would tense up, fearful of doing something wrong with my hands wrapped tightly around the yoke. Thankfully, we never went down in flames as I thought would happen.

Fast forward twenty something years and I became addicted to the sport of skydiving. This is when I met that camera geek named Robbie while jumping out of perfectly good airplanes (but honestly, is there really a perfectly good airplane?). It's funny. I was calm as could be hurtling myself out of an airplane and plummeting 120mph towards the ground but couldn't grasp the controls of an airplane without freaking out? My brain works in mysterious ways. Robbie and I were married at OC2, the Hinckley airport, surrounded by friends, family and aviation.

Robbie also grew up in an aviation family. His grandfather, father and his two brothers all flew. He wanted to take flying lessons and

Corsair Reunion Among the Warbirds Highlights at EAA AirVenture Oshkosh 2023

A reunion of the Chance Vought F4U Corsair, the unique gullwing fighter aircraft best known for its exploits off U.S. aircraft carriers, will be among the warbird highlights at EAA AirVenture Oshkosh 2023. The 70th edition of EAA's fly-in convention is July 24-30 at Wittman Regional Airport in Oshkosh, Wisconsin.

"With only about two dozen flying examples of the Corsair remaining in North America, the opportunity to bring together the largest-possible group of these unforgettable aircraft at Oshkosh was one we had to organize," said Rick Larsen, EAA's vice president of communities and member programs, who coordinates AirVenture features and attractions. "This airplane recently marked the 80th anniversary of its introduction to the U.S. military and remains a favorite warbird among many enthusiasts. Our goal is to create a memorable program with several activities that feature the Corsairs on ground display and in the air."

More information is [here](#).

I supported him 100%. (*Editor's note - I knew she was a keeper!*) He went on to earn his certificate in December of 2001 and we bought a Cessna 150 and, later, a Piper Cherokee. I continued to be the passenger and I couldn't shake that annoying fear of taking control.

Robbie was always patient with me and reassured me I wasn't going to "crash" the airplane. He even made me go through "pinch hitter" training in case something happened to him while we were flying so I could safely get the plane back on the ground. (This training made me realize why pilots sweat when landing.)

We completed building a Sonex in 2015 and eventually in 2020 bought our 1945 Aeronca Champ "*Charlotte*" (It was supposed to be a Chevy Malibu, but that's another story). This is the airplane that would open up a whole new world for me. It was old school flying. Low and slow with big windows and minimal instruments. Basic but beautiful. We'd go out for sunset flights and I'd soak in the summer warmth through the open window. Robbie convinced me to fly from the back on occasion.

I'd grasp the stick tighter than I should and shakily put my feet on the rudder pedals, my hamstrings like wound rubber bands. "*Relax*" I'd say to myself while trying to fly from the back seat with no instruments and only the wingtips and the back of my husband's head for reference. "*Feel the airplane*" I'd hear through the headset. "*You can feel it in your butt.*" I also heard a lot of "*More right rudder.*"



FAA Rescinds LODA Requirement for Noncommercial Flight Training in Experimental Aircraft

On Wednesday, February 8, the FAA published a Notice of Policy in the Federal Register confirming that letters of deviation authority (LODAs) are no longer required for most flight training in experimental aircraft where the use of the aircraft is not being compensated.

These LODAs were introduced shortly before AirVenture 2021 following a court ruling that almost all flight training in experimental aircraft was contrary to FAR 91.319(a)(2), which prohibited the operation of experimental aircraft for compensation or hire.

The new policy alleviating the need for LODAs is the result of the "James M. Inhofe National Defense Authorization Act for Fiscal Year 2023," the annual defense spending bill which was named for recently-retired Senator James Inhofe (R-OK, EAA 179992).

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

As I flew for longer periods, I discovered that the plane wasn't falling out of the sky and just maybe I could conquer this fear of being in control. One small step at a time.

In January 2022, Robbie asked if I wanted to join him at the annual aviation safety seminar held by the Chicago chapter of the Ninety-Nines. They had a class for the "companions" and many other classes for the pilots. Did I want to continue to be a "companion" or did I want more? To be a pilot seemed overwhelming.



From learning the instruments, the airspace, rules and regulations and talking on the radio! So much information for a middle aged brain to learn. In the companion class, I surprisingly knew most of what was discussed and decided to join Robbie in his classes after lunch break. The class was given by an air traffic controller. We learned about communicating with ATC and to not fear them. They're there to help. I don't know why this class was the trigger but on the ride home I told Robbie that I wanted to learn to fly. Luckily, he didn't drive off the road out of shock when I told him.

With our son Josh heading off to college in the fall of 2022, late summer was a perfect time to start the process. We decided what kind of ground training program to use and ended up with the

EAA Ray Aviation Scholarship Program Reaches 300 Pilots

More than 300 young people have reached their dream of earning their pilot certificate with support from the EAA Ray Aviation Scholarship program.

The scholarship program is funded by the Ray Foundation, managed by EAA, and administered through the EAA chapter network. Through the program, EAA is able to provide deserving youths up to \$11,000 to help cover flight training expenses. "The cost of flight training can be a barrier for many aspiring pilots, so EAA working with the Ray Foundation helps break down the barrier and make the goal of becoming a pilot even more attainable for future generations," said Rick Larsen, EAA's vice president of communities and member programming.

"We've found that more than 80 percent of Ray Aviation scholars are completing their pilot training, which is the complete opposite ratio of those who would start flight training on their own, so this program's outcomes are having a direct, significant effect on the pilot population."

Click [here](#) for more information

Sporty's video series. I started by watching the introduction videos and slowly progressed through the first chapter, learning about lift, weight, thrust, drag etc.

Meanwhile, we were searching for a tailwheel rated CFI (Certified Flight Instructor) who could teach me in our hand-prop Champ. (*Editor's note - yeah, yeah, there were dozens of CFI's beating the door down. Not.*) This ended up being more difficult than originally anticipated. We had a few favorites but they could not teach due to schedule conflicts.

Finally, we made contact with a CFI at Aurora, but that meant Robbie would have to fly me there, get out, sit there at the airport while I had my lesson and then we'd fly back to Clow (*Editor's note - darn. Hang out at an airport...Must I?*). Doable but that would be at least a half day taken up with each lesson and it was limited to Sundays due to the CFI's schedule.

My first lesson was basically straight and level flight, some climbs, turns, descents. The instructor did the takeoff and landing. I worked on keeping the plane coordinated and getting the feel for the controls. Also, this was my first time taxiing a tailwheel airplane.

As I've seen it described, *"try to push a shopping cart backwards. That's how it is to control a tailwheel airplane."* Hence the reason my first taxi was slower than a snail's pace. I was wiped out after my first experience being fully in control. What was this throttle and trim thing? I'd never messed with these before. Venturing into unknown territory was both terrifying and exciting. I received my first entry into my new pilot logbook and was officially on my way.

The next month was frustrating with weather causing us to cancel every Sunday. This was not going to cut it. I needed to fly more often to get comfortable with what I was learning. The Sporty's ground training was a great addition to my flight lessons but at the current pace I was on, I probably wouldn't earn my certificate until my son graduated college!

One day, Robbie and I were about to head home from Clow after flying when Robbie had an idea and stopped the car. "I'll be right back, I want to go talk to someone." I sat in the car as he disappeared into the hangar next door. Several minutes later, he emerged with a smile on his face as he climbed back in the car. "I found an instructor for you." Little did I know how this would change my life and create a deeper, new found love of aviation and flying. (*Editor's note - This fortuitous decision proved to be an incredibly good one on my part!*)

FAA to Create a Safety Review Team and Make Changes in Wake of NOTAM Outage

Acting FAA Administrator Billy Nolen appeared Wednesday, February 15th 2023 before the Senate Committee on Commerce, Science, and Transportation.

The hearing entitled "The Federal Aviation Administration's NOTAM System Failure and its Impacts on a Resilient National Airspace" was in response to the Notice to Air Missions (NOTAM) system outage on January 11, 2023, which paused all domestic departures.

The FAA stated the outage was caused when "contract personnel unintentionally deleted files while working to correct synchronization between the live primary database and a backup database."

Nolen testified that the FAA "has implemented a new protocol that requires more than one individual to be present and engaged in oversight when work on the database occurs" and is continuing to investigate the outage.

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



Robbie's new view in the Champ

My new instructor's name was Howard. Robbie had told me he had thousands of hours of tail wheel time and was a newly retired airline captain who happened to have some time on his hands but also picked and chose who he wanted to teach. He didn't need this job, but I was grateful he was at Clow and willing to take on the task of teaching me to fly...

To be continued

Lewis Tower Seminar March 16th 2023 at IAM

From Joe DePaulo, Airport Manager

On Thursday March 16th, 2023 at 6:30 pm, the Illinois Aviation Museum (IAM) will host an FAA WINGS seminar to "Meet with the Lewis airport (KLOT) Tower Staff."

The event sign up details will be posted on the **FAA Wings website** soon. The event will count towards 1 credit of Basic Flight Topic 1 for those who need WINGS training credit. Pre-registration is encouraged.

Joe Marigold from the Lewis Tower will discuss the processes in place for air traffic control at KLOT with no radar services. There will be time for questions and answers.

Look for an email with specifics and a link to sign up in the near future. (EAA 461 Hangar Night will not be held on March 16th as a result of this - we all want to attend this seminar!)

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/eaamembership>



Blakesburg, Where You Can Still Find a Piece of Americana & Apple Pie

Robbie Culver

*Editor's note - this was originally published in Midwest Flyer magazine in December, 2010. This is one of my all-time favorite aviation articles that I have ever written. If you love aviation, you need to go to Blakesburg. Trust me. **Go. To. Blakesburg.***

Fly-ins offer a special, unique experience no matter where they are, and no matter who runs them. This past fall, I was fortunate to attend a very special and unique fly-in, one with a down-home Midwest look and feel, and the kind of camaraderie and fellowship we need so much more of today. The event definitely refreshed my deep love of aviation and the people involved in it.

Hidden among the cornfields and rural highways in Blakesburg, Iowa – near the town of Ottumwa – lies a small grass airfield, where each fall hundreds of antique aircraft owners and fans gather to “*keep them flying!*” The 2300-foot north-south grass strip is “challenging” and definitely requires pilots to be on their best game when arriving, departing, or merely operating on the airport grounds.

Antique Airfield is a beautiful, quiet country airport that, one week each year, hosts what is for all intents and purposes a very large

EAA Wants You!

Traveling throughout the country, hanging around historic warbirds, and meeting enthusiastic visitors — if that's your kind of gig, EAA has just the thing. We are currently filling several volunteer positions for TAMOs (Tour Aircraft Maintenance Officers) for our B-25 Berlin Express and, in the future, the B-17 Aluminum Overcast.

What does it take? A current airframe and powerplant certificate, with radial engine experience helpful. Also, a team-first attitude and the ability to work in a courteous and friendly way with air tour crews, flight passengers, and ground tour visitors, since you'll be part of the traveling air tour operations team.

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



family reunion. A dedicated core group of volunteers works for the better part of the month of August to prepare the site, and their efforts show. The facilities are basic, yet comfortable, and the environment rural, but not rustic. The site also hosts a museum dedicated to American airpower. It was as if I was transported back in time, to an America from 60 years ago or longer, except my cell phone worked. *Sometimes.*

The Antique Airplane Association (AAA) runs the fly-in, and it is open to members and guests only, due to insurance and liability concerns. However, anyone may join AAA, and the registration allows for fly-in attendees to join on site.

I have rarely experienced such a true piece of *Americana* as I have at this fly-in, and the event truly reminded me of an era that seems long gone in America, yet much to my surprise, is alive and well. In an age of economic uncertainty, where cynicism and apathy seem abundant, it was refreshing to find something that felt as if it was a part of our national heritage that we forgot we had. My friends, the golden age of aviation still lives, and quite strongly, in Iowa.

According to Wikipedia, the term *Americana* “refers to artifacts, or a collection of artifacts, related to the history, geography, folklore and cultural heritage of the United States.” What I found at the annual Antique Aircraft Association Fly-In was as true red, white and blue *Americana* that cannot easily be found today.

What magic lay hidden in the fields of Iowa? Homemade ice cream – real homemade ice cream – and, yes, homemade apple pie. Antique airplanes, most with loud round engines. Labrador retrievers that knew to stay off the runways, but were delighted to sit next to a stranger for some good old ear scratching. Friendly people. Good conversation. Old fashioned Midwest values.

Over 360 aircraft attended, most of them antiques, almost all of them actively flown - many with passengers - to experience the treasured moments old aircraft offer. From all corners of America, not just the Midwest, old aerial steeds carried their caretakers, low and slow, to Iowa to park on the grass and share with friends and family the common threads of aviation.

Dave Denton and Tom Farmer flew a Call Air A-2 from Silom Springs, Arkansas in a flight that took over 6 hours due to weather and wind. The trip normally takes 3.5 hours. Dave loved to talk airplanes and aviation, and was quick to start a conversation over breakfast. Tom was content to sit back, listen, and observe the aircraft and people nearby. Both were a pleasure to meet and chat

Member Benefits & Discounts

There are many reasons to become part of EAA's 240,000-plus grassroots community of aviators, enthusiasts and innovators—a monthly subscription to the award-winning Sport Aviation magazine, free access to over 400 museums worldwide (including 20+ air and space museums), unparalleled information on aviation events, discounts and members-only access at EAA AirVenture Oshkosh, and so much more!

With hundreds or thousands in savings, your \$48 investment in an EAA membership pays for itself many times over! Be sure to check back regularly as we continue to add new benefits!

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

with.

Ted Miller flew his 1943 Stearman from Santa Rosa, California, all the way to Blakesburg. Ted stated he makes at least two long cross-country trips each year in the Stearman, but it was apparent talking to him that his idea of a long cross-country is a hard core epic journey many pilots, including this reporter, can only dream of. Ted stopped in western Kansas to visit, and spent nearly a week wandering low and slow across America to get to the event. He flew the aircraft on to the Stearman Fly-In at Galesburg, Illinois, and to the Midwest Antique Airplane Club GrassRoots Fly-In in Brodhead, Wisconsin, prior to heading back to California.



The AAA dates back to the same year the Experimental Aircraft Association (EAA) was founded, 1953. Antique Airfield was established in 1970 on a private family airstrip. In early 1971, the AAA moved from the nearby Ottumwa airport to the current site. Since then, the fly-in has relocated several times, eventually ending up back in Blakesburg. The airport is privately held, receiving no federal, state, or local assistance to operate.

For those fans of antique aircraft and an age in America that seems to have vanished, a visit to the AAA Fly-In is a must-do item. Put it on your bucket list, schedule your vacation now, but get to Blakesburg while the gettin' is good! The event runs the week before Labor Day weekend every year, and once you go, it will be on your annual list of events to return to (www.antiqueairfield.com).

EAA Celebrates 70 years!

On February 15, 2023, the FAA published Notice N8900.651, which introduces updated forms and policy regarding airman applications made under Part 65 Subparts D, E, and F. The Notice discusses the following forms:

FAA Form 8610-1,
Mechanic's
Application for
Inspection
Authorization.

FAA Form 8610-2,
Airman Certificate
and/or Rating
Application –
Mechanic and
Parachute Rigger.

FAA Form 8610-3,
Airman Certificate
and/or Rating
Application –
Repairman.

The new forms are
available here:
www.faa.gov/forms.