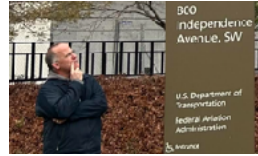




**LEWIS TOWER SEMINAR**  
A SPIRITED AND LIVELY DISCUSSION



**EAA LEARN TO FLY WEEK**  
BECOMING A PILOT IS A DREAM FOR MANY



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



**MY JOURNEY TO SPORT PILOT PART 2**  
EARNING A PILOT CERTIFICATE IN A 1945 AERONCA CHAMP



## From the Left Seat

**G**reetings Chapter 461, and welcome to another month for which I have so much to share that bad humor shall be deferred (again)!

Congratulations to our Ray Scholar and newest Private Pilot, Jake Marchese, who passed his check ride on March 28! I have to say I am greatly impressed by how Jake and his family managed priorities throughout Jake’s journey. Flight training is challenging enough by itself, and I am certain the addition of eleventh grade academic demands, combined with Jake’s employment responsibilities, made things considerably more complex. And dare I say, they made it look easy. Great job, Jake, John, and Laura!

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



Thanks to Tony Sabos for making time to teach me a thing or five thousand about how to use a rivet gun, how to use a rivet squeezer, and how to drill out rivets. With Tony's guidance, I have managed to assemble most of my Van's toolbox kit without creating any serious airworthiness issues. In fact, the box flew fairly well when I chucked it at the garage door after my mushroom set created a "smiley" while driving an AN426 rivet...

Thanks to Dean Karafa for lending me a rivet gun spring and rivet set that actually played well together so I could work on my toolbox. If anyone is interested in the finer points of rivet gun, quick release spring, and rivet set compatibility, I now know things.

Thanks to Dante Gentile for his help at Meadow Glens' STEM Night on March 14. Dante managed the simulator while I extolled the virtues of EAA, EAA Chapter 461, and the meaning of aviation life to the masses. Okay, maybe that is a bit grandiose. Regardless, we had a great time, and I think it is safe to say we were a crowd favorite.

Speaking of crowds... The 2023 Young Eagles season is just around the corner. Our first rally is scheduled for April 8, 2023 (weather permitting, etc. etc.), and we will be setting some firm expectations for how flights are to be conducted this year due to the presence of the new Class Delta airspace at Lewis (KLOT). Specifically, we have decided to establish a well-defined set of routes for our flights. Please understand, we are not in the business of telling pilots where or how they fly their airplanes; however, we are in the business of hosting safe Young Eagles rallies, and we think the newly established airspace challenges warrant a more deliberate and predictable approach in the air. The proposed routes are by no means complicated, and we will present them at the chapter meeting on April 6 as well as at the pre-rally pilot briefings.

### **Chapter Waypoints:**

EAA AirVenture Chapter Camping is \$309 this year. Please contact Jamie Nolan for more information.

Our first Young Eagles rally of the year is April 8. I (still) 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 me so we can count you in and put you to work!

## *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.

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!

VFRs!

## Ray Aviation Scholar Update

*Jake Marchese*

Finally I have achieved my dream of becoming a Private Pilot. It feels amazing to hold the certificate, I am so happy to have earned something so amazing at such a young age. What means even more to me with this accomplishment is the ability to share it with others. There are several people who I look up to as an inspiration for my ambitions, and it means so much to stand as a role model for others.

The Checkride was scheduled for Sunday, 3/26, although the weather was not in line with the forecast after a few hours, so I was only able to complete the ground portion. It ran for 3.3 hours, and somewhere in between, my dad came to find out whether we had finished or not since it had been a while. He later on described the situation as if we were planning an invasion on Normandy.

Overall, I enjoyed each moment throughout the experience and felt very relaxed from start to finish. When I was done, I asked the DPE, Gail Lapook, if I had passed. She replied, "Oh yeah, you passed." She seemed quite satisfied with my responses, and I learned a lot about the pilot I am given the feedback from Gail.

It was the greatest conversation I have ever had in my life

On Tuesday, 3/28, I became a Private Pilot after I passed the flying portion. When I landed the aircraft, everything felt very different from when we had left the ground. I am very relieved to have this behind me. But most of all, this is a stepping stone of the long journey that lies ahead for my career as a pilot.

## EAA Announces Inaugural Learn to Fly Week

*David Leiting, Jr.*

### 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.

**A**spiring aviators will have the opportunity to discover multiple pathways to becoming a pilot as EAA presents its inaugural Learn to Fly Week on May 15-20.

Beginning May 15th, expert flight instructors and representatives from various aviation organizations will present free, interactive webinars. These webinars will cover topics from starting flight training, saving time and money in flight training, preparing for the FAA written exam, to passing the checkride, and so much more. While the live showing of these presentations will be open to the public, the recordings will be archived for EAA members to view at their convenience.



*Photo courtesy EAA*

Learn to Fly Week will conclude on Saturday, May 20, with Flying Start events hosted at chapters across the country. EAA's Flying Start program allows EAA chapters to welcome, encourage, and educate new aviation enthusiasts about the fun, freedom, and accessibility of personal aviation in their local area.

Following a short presentation about learning to fly, attendees will be offered a free introductory Eagle Flight to experience the spirit of aviation firsthand.

“Becoming a pilot is a dream for many, but few know where to start their journey. Learn to Fly Week was created to help encourage aspiring pilots to take action and begin the pilot training process,” said David Leiting, EAA Eagles Program Manager. “Our goal is to show attendees how accessible achieving their dream actually is.” Leiting also added that inspiration from this event stemmed from packed forums at the Learn to Fly Center

## *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!

at EAA AirVenture Oshkosh 2022, as well as the success of other EAA virtual events like Homebuilders Week and Virtual Ultralight Days.



*Photo courtesy EAA*

Combining the educational forums from the Learn to Fly Center and the connections and inspiration found at Flying Start events, EAA Learn to Fly Week is the latest effort in the ongoing effort to help aspiring pilots achieve their dream of flight.

Sporty's Pilot Shop is the presenting sponsor of Learn to Fly Week. Sporty's will be participating in multiple webinars and offering product discounts during the week.

Full webinar schedule and more details on Learn to Fly Week can be found at [EAA.org/LTFWeek](https://EAA.org/LTFWeek).

## My Journey to Sport Pilot the Old School Way - Part 2

*By Brenda Culver*

My new instructor's name was Howard. He had logged thousands of hours in tailwheel aircraft and had just retired from his job as an airline captain who flew 747s, DC-10s and 787s for United. In fact, I found out later in my training that he had over a year total time flying 747s. A full year! That's over 8700 hours!

Howard holds about every rating under the sun and you'd never know it. He has so much knowledge about airplanes, I call him the

### *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

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“Mr Miyagi” of aviation. I’m lucky he wanted to take me on as a student. I think one of the reasons he decided to teach me was the Champ. The airplane brings back many fond memories for him. Howard grew up in the back seat of an Aeronca Champ from the age of three with his dad up front, tooling around the California countryside.

We scheduled a lesson and I met him out at Clow after work. Robbie and I had pulled the Champ out when Howard walked up with his headset in hand. We introduced ourselves and we discussed where I was in my training which, at that point, wasn’t very far. I think I heard him say “good” but I could be wrong.

I climbed into the front seat and he crammed himself into the back. Robbie had started the Champ and off we went. My taxiing had already gotten a bit easier but it was still at a slow walk pace. Howard already had me taking full control of the Champ but he still helped out with radio “lingo” until I got more comfortable with it.



*Brenda as a teenager in her Dad’s Cessna 180*

We went up and did some basic maneuvers so he could gauge where I was in my training. The throttle and trim were still foreign to me and I needed to utilize those more as I got more comfortable with handling all the controls, not just the stick and rudder. He had me head back to Clow and enter the pattern.

Flying the pattern always scared the crud out of me. It seemed like a zone of insanity with aircraft coming and going, all at different speeds, scattered around the airport like a swarm of mosquitos. You find your way into this swarm safely all while preparing to land the airplane. It all still seemed overwhelming to me.

## *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](#)



*Brenda a few years later following her first solo*

“Clow traffic, Champ 81757, left downwind for 36, Clow.” I pulled the carb heat and decreased the power to idle abeam the numbers. The sound of the wind increased as I pulled the trim back to full nose up. “That’s perfect, keep that speed.” I made my turn to base and lined up for final. “Do you think you’re high or low?” This was a question I got from Howard quite often. “High? I’ve only landed a few times” I stammered as I approached the end of the runway that was growing larger and larger in the windscreen.

“You look good. Just hold this glide path.”

Glide path? I was just trying to stop from breaking the stick off in my grip. How was he so calm? I crossed the threshold and pulled back a bit too much, the plane bounced and rose back in the air a few feet. “Just hold it off, nice and easy.”

I worked the rudder to keep it pointed down the runway. The horizon disappeared behind the nose and the plane felt mushy as it lost lift. The Oleo struts on the landing gear got a work out when I “plunked” it on to the pavement. Immediately we veered to the right and I danced on the rudder pedals, hanging on for dear life. “Stick in your lap. Stick in your lap. Pin the tail.”

I pulled back firmly and regained control as we bled off speed. We taxied back to the hangar and shut down. I survived my first lesson with my new instructor. Hopefully he wouldn’t be afraid to

## *Ultralight/ Homebuilt Rotorcraft Pattern Altered Slightly for AirVenture 2023*

Due to expansion of aircraft parking at the south end of Wittman Regional Airport, the ultralight/homebuilt rotorcraft flight pattern for EAA AirVenture Oshkosh has been slightly altered for 2023. The changes will create a more standard pattern for those using the Fun Fly Zone airstrip, home for ultralights, homebuilt rotorcraft, light planes, balloons, and the Twilight Flight Fest.

The new pattern will maintain its parallel course with County Highway N, but will then make a northeast turn toward the airport and Wittman Road. That replaces the hard north turn followed by an east turn prior to reaching Wittman Road. The remainder of the pattern will remain the same.

The change was made to create an additional safety margin, as expanded South 40 aircraft parking has been established in a previously unoccupied area in the southwest sector of the airport.

More information is [here](#).

fly with me again after that fun adventure.

“You did great. Landings will come with practice.” A little reassurance from my instructor. We exchanged numbers and would keep in touch for the next good day to fly. Before leaving I asked “did you help me on that landing?”

He said “Nope! That was all you!” I felt a little better about myself that I was able to control the airplane from start to finish all on my own. I left the airport with a little more confidence that maybe, just maybe I could do this.



*The lady and her Champ*

One of the things I loved about learning from Howard was his “hands off” approach to teaching. I was the one in full control of the airplane unless he wanted to demonstrate something to me. He felt that a student learned more by doing. This is how I tend to learn so it was a good fit for me.

A few lessons with Howard and I was feeling more and more confident. We started working on slow flight and he sent me an article about the *region of reverse command*. This article helped explain slow flight more logically. So power can control altitude and elevator controls speed! It really made sense when I tied it together with landing.

Before each flight, he would find little tidbits to review with me, whether it was learning about different parts of the airplane (he’s also an A&P/IA) such as jury struts and Dzus fasteners or review the sectional chart and all the symbols involved.

## *Important General Aviation Issues Discussed During FAA Safety Summit*

During the Federal Aviation Administration’s (FAA) Safety Summit, held on March 15, general aviation (GA) industry leaders participated both in the opening public session and later, in a closed-door breakout session to discuss current challenges and improvements needed to enhance the safety of GA operations.

The public session was opened by Department of Transportation Secretary Pete Buttigieg, FAA Acting Administrator Billy Nolen, and National Transportation Safety Board (NTSB) Chair Jennifer Homendy. National Business Aviation Association (NBAA) President and CEO Ed Bolen and other industry leaders then participated in a panel discussion, led by former NTSB Chair Robert Sumwalt and Acting Administrator Nolen. During this discussion, Bolen emphasized that GA, which is a vital link in our nation’s transportation system and economy, is the primary training ground for pilots and technicians. Also, GA is where most safety technologies are first introduced and therefore timeliness and efficiency in the certification process has a direct impact on safety.

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



The chart became somewhat of a running joke with us. I could not stop calling it a map. “It’s a chart,” Howard would say. Next lesson I’d say “on the map it shows a tower at...”

“Chart. It’s a chart” Howard said, smiling as he circled the word “chart” on my Chicago sectional. It’s been a tough habit to break! I ended up getting him a rug with the Chicago sectional *chart* on it for Christmas and told him he’d think of me whenever he looks at that map. (*Editor’s note - when you hear me tease Brenda about the chart/map, now you know why!*)

I practiced takeoffs and landings A LOT. Pattern work is so much fun! What was once the scariest part of flying was now my favorite part. As I progressed, I learned how to use “comfort power” to keep my speed up and to keep the airplane aligned with the center line. Landing a tailwheel on grass is much more forgiving but Howard didn’t believe in learning on grass. “That’s cheating. You’ll know when you’re not aligned on the runway on pavement. It’ll make you a better tailwheel pilot.”

Pinning the stick on landing was becoming second nature as were the other control inputs. I also noticed I wasn’t feeling as overwhelmed as I was at first. Things started clicking and I was understanding the “sight picture” much better.

“You’re really close to soloing. I’m going to have you do some pre-solo homework.” *Solo?* As in by myself? In control of the airplane without my backup? I told Robbie about my homework and questioned Howard’s sanity. “He wouldn’t solo you if he didn’t think you were ready.” My husband and my instructor believed in me. I had to believe in myself.

I completed my pre solo homework which consisted of our airplane’s performance numbers and limitations such as best angle of climb, cruise speed, stall speed, etc. It also covered emergency procedures and basic knowledge of the rules from the FAR. I met Howard in the hangar next door which I call the “Howard Hangar.” There’s a really unique airplane called a Howard DGA-11 that lives in there along with a Stinson and a Fairchild. If you get a chance, go check out Hangar 2 some time.

We reviewed my answers and went over a few questions I was unsure about and then prepared to go fly. We did some pattern work and then I heard “Okay, drop me off at the pumps and do three takeoffs and landings.”

*Oh boy. Here we go.*

## *EAA Chairman Testifies to Congress on Securing GA Future*

EAA CEO/Chairman Jack Pelton testified that the nation’s general aviation system must be able to rely on an effective, efficient, timely and consistent regulatory structure from the Federal Aviation Administration to ensure a robust and successful future. Pelton was among a group of general aviation officials who spoke on Thursday before the Aviation Subcommittee of the House Transportation and Infrastructure Committee in Washington, D.C.

Joining Pelton in Thursday’s testimony was Mark Baker, AOPA President/CEO; Rick Crider, Executive Vice President of Airport/Railport & Military Relations of Port San Antonio, on behalf of the American Association of Airport Executives; and Curt Castagna, President and Chief Executive Officer of National Air Transportation Association.

Click [here](#) for more information

I won't lie when I say I got a bit shaky and my heart definitely sped up. We taxied to the fuel pumps and he climbed out and gave me a thumbs up. I gave a thumbs up in return and taxied back to runway 36 by myself. It felt really weird to be alone in the Champ.

"Okay, here we go." I was verbally going through my checklist, double and triple checking everything. I made my radio call and started down the runway, becoming airborne much faster with only me in the Champ.

As the Champ climbed off the runway, I remember looking to my right at the sun low in the sky and at everything below me cast in a gold glow. *I was flying by myself!* A huge smile was on my face as I made my way around the pattern being sure I focused on landing procedures.

My first landing was pretty good and I received a thumbs up so I went back for round two. Takeoff and landing good. Another thumbs up. One more trip around the pattern. I brought the Champ in and landed a little firm but kept it on the runway which is always a bonus.



*That first solo smile*

Howard was already back at the hangar so I taxied back and shut down, then let out a big breath and smiled. I received congrats from him and posed for a few pics. Robbie was out of town and I immediately texted him "I soloed!"

"Woohoooo!" We talked later on when he had some time and he was so happy and proud of me. I was pretty proud of myself too.

## *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](#).

Soloing allowed me to fly in the pattern on my own. I received the sign off in my log book and took advantage of it. Since Howard did a lot of traveling, I was still able to fly when he was gone. It was great to get in the extra takeoff and landing practice. The Champ flew so differently with only me in the front. My takeoffs were faster, my landings a bit floatier. Then Howard would come back and I'd "plunk" it back on the runway and then I'd say how great my landings were without him in the back.

*To be continued*

## Lewis Tower Seminar

*Robbie Culver*

On Thursday March 16th, 2023 the Illinois Aviation Museum (IAM) hosted an FAA WINGS seminar with Joe Marigold, tower chief at Lewis airport. The museum was standing room only, as pilots from across Chicagoland listened to Marigold discuss the new tower, procedures, and ongoing challenges implementing the new airspace into local operations.



*Photo courtesy IAM*

The tower opened on December 29th, 2022 after years of planning and construction. Midwest Air Traffic Control Service, Inc. (Midwest ATC) runs the tower on a contract basis with the FAA. Marigold serves as tower chief and is a graduate of Lewis University with over 45 years of experience in the aviation industry. He served as an FAA controller, spent 15 years at the airlines, and has worked at Waukegan (KUGN), Aurora (KARR), and Janesville, WI (KJVL) as well as Midway airport and Chicago

### *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/ea/eaa-membership>

## Approach (C90).

A spirited and lively discussion ensued as Marigold explained the challenges of operating a facility with 4 controllers, which is severely understaffed, no radar repeater, and no Flight Data Input/Output (FDIO) Equipment.

The FDIO system receives flight plan data, weather information, and general information from the central computer system at the Air Route Traffic Control Centers (ARTCC).

The tower also lacks IDS4, which is a system of networked microcomputers located in Airport Traffic Control Towers (ATCTs), Terminal Radar Approach Control Facilities (TRACONS such as C90), Automated Flight Service Station (AFSSs), and ARTCCs that displays static and real-time, rapidly changing weather, operational support, and administrative information to air traffic control personnel.

The lack of direct electronic communication with Chicago Approach means all interactions with C90 are via telephone. All clearances and weather updates such as Weather Advisories for Significant Meteorological hazards (SIGMETs) are received verbally from Chicago Approach.

Ironically, the “temporary” control tower which existed at LOT every summer during the NASCAR races had a radar repeater and FDIO service to C90 - in fact, the communication lines are still installed to LOT, albeit on the other side of the airport from where the tower was built. The radar repeater used during those temporary operations sits in the basement of C90, unused. This statement elicited an audible gasp from the audience.

Because Lewis is within the Sector 2 airspace of C90, which includes traffic into and out of Midway airport, this is particularly concerning. Traffic density in the sector is heavy, and any instrument approaches to LOT or Clow (1C5) rely heavily on interactions with C90.

This is not ideal when the tower staff is undermanned, not very experienced and overworked, relying on answering the telephone to communicate with C90. Marigold stated the tower does not “have the equipment we should have.”

Marigold estimates the February 2023 traffic count at LOT exceeded 8500 operations - and this is during the winter season. Combined with contract air traffic controllers who are not seasoned veterans, this represents some serious challenges and

## *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](#).



potential safety issues.

Marigold told pilots that an initial call to the tower should include all relevant information - he stated the controllers are “paid to listen.” Pilots are asked to have all lights on, report the basics accurately, slowly and clearly - Who you are, where you are, what you want, and the ATIS identifier.

Example: “Lewis Tower, Cessna seven-one-three-seven-Foxtrot, 12 miles southeast, two thousand five hundred, transition north to Clow with Victor”

Marigold added that due to the workload, controllers may not reply immediately - but they do hear and understand the call. *(Editor’s note - as a reminder, until the tower responds with the full call sign of the aircraft, you are not cleared to enter the Delta airspace!)*

EAA 461 President Chad Carlson asked Marigold about our Young Eagles events, and if the tower wanted us to notify them when we were hosting the rallies. Marigold said yes - it will help their situational awareness.

For now, pilots are advised that the LOT Class Delta is task-saturated and to expect delays in services during peak times. Being told to “remain clear of the Class Delta” may be part of the experience. It may not be a bad idea to just avoid flying through their airspace until things sort themselves out. Stay tuned for updates.

## Chicago Midway Class C Changes Take Effect in June

*Robbie Culver*

Effective June 15th, 2023, the Chicago Class C airspace surrounding Midway (KMDW) airport will change. Additional sections of airspace will be added to allow for additional protection for traffic using runway 22L.

To the east of the Lake Michigan shoreline, the airspace will now begin at 2300 ft MSL, and between the shoreline and the inner ring of the MDW airspace, there will be a 1900 ft MSL limit.

Specifics may be found at <https://www.federalregister.gov/documents/2023/03/23/2023-05632/amendment-of-class-c-airspace-chicago-il>

## 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](#).



The FAA states “This action amends the Chicago, IL, Class C airspace area surrounding the Chicago Midway International Airport, IL (MDW), by extending the existing Class C airspace shelf within 10 nautical miles (NM) of MDW from the southeast counterclockwise to the northeast. The FAA is taking this action to reduce the risk of midair collisions and enhance the efficient management of air traffic operations in the MDW terminal area.”

Additional explanation is provided:

“The current MDW Class C airspace area surrounds MDW within 5 NM of the airport from the surface to 3,600 feet MSL and within 5 NM to 10 NM around MDW from 1,900 feet MSL to 3,600 feet MSL beginning at a line 2 NM northeast of and parallel to the MDW RWY 31C localizer course clockwise to the boundary of the Chicago, IL, Class B airspace area.

The MDW Class C airspace area encompasses the final approach courses for runways 4, 13, and 31, but does not include the final approach course for IFR arrivals conducting instrument approach procedures to RWY 22L. The MDW Class C airspace has not kept pace with PBN procedures development, increasing operations, or newer aircraft designs.

The MDW Class C airspace design provides VFR aircraft the maximum use of the airspace located east of MDW and south of

## *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](http://www.faa.gov/forms).

downtown Chicago along the Lake Michigan shoreline without the requirement to be in two-way communication with ATC. This was possible because the VFR flyway located along the Lake Michigan shoreline did not conflict with inbound IFR aircraft conducting an approach to RWY 31C and then circling MDW to land RWY 22L.

With the implementation of RNAV approaches to RWY 22L at MDW, IFR arrival aircraft are now routinely descending east to west across the VFR flyway along the Lake Michigan shoreline that is often densely populated with itinerant VFR aircraft. Although the VFR flyway is charted along the Lake Michigan shoreline with recommended altitude information “AT OR BELOW 2,000 [feet MSL]”, VFR aircraft routinely operate to the base of the overlying Chicago, IL, Class B airspace at 3,600 feet MSL. The combination of IFR aircraft flying RNAV approaches to land RWY 22L and VFR aircraft using the VFR flyway along the Lake Michigan shoreline, sometimes upwards to the overlying Chicago, IL, Class B airspace, has increased the possibility of loss of separation, near midair, or midair collision situations between IFR and VFR aircraft over Chicago.

Under this proposal, the final approach courses for all RNAV RWY 22L approaches would be encompassed in Class C airspace and VFR aircraft desiring to fly within the proposed Class C airspace shelf would be required to establish two-way communications with ATC so all aircraft, IFR and VFR, would be communicating with ATC within the proposed Class C airspace shelf extension; enabling greater safety and efficiency for all.”



*Alan Zielinski giving a hangar night presentation*

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!

