



**FLIGHT TO PONTIAC**  
ENDLESS LINES AND  
ANGLES AS THE  
FARMS AND COUNTRY  
ROADS MIX



**A VISIT TO EAA  
CHAPTER 42**  
ALASKA AVIATION IS  
UNIQUE AND  
INCREDIBLY DIVERSE



**FROM THE LEFT SEAT**  
OUR NEWLY DEFINED  
ROUTE WORKED "OUT  
OF THE BOX"



**MY JOURNEY TO  
SPORT PILOT PART 3**  
EARNING A PILOT  
CERTIFICATE IN A 1945  
AERONCA CHAMP

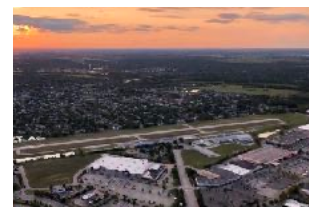


## From the Left Seat

**G**reetings Chapter 461. Thank you for patiently waiting for this (last?) month's newsletter. Robbie puts together a quality product, and I inadvertently delayed his effort and your newsletter. More on that shortly; for now, I apologize for the delay.

On April 8, we kicked off our 2023 Young Eagles season with amazing weather and thirty-three flights! I was pleased to see our newly defined southern route work well "out of the box." I am always a bit skeptical when it comes to changing things up, but my concerns were unfounded,

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and I thank our volunteer pilots for readily adopting the new approach. We have since made some refinements to the routes based on feedback from participating pilots, and we will communicate those changes before the next Young Eagles rally on May 13, 2023.

Our Ray Scholarship committee, led by Amy Reeb, convened in mid-April to evaluate applicants competing for our 2023 Ray Scholarship. The committee informed me that it has selected a candidate, and I thank the committee members - John Steichen, Zook Williams, John Tatro, Jeff Krasowski, and Amy Reeb - for their service to our chapter, EAA, and the Ray Foundation.

I understand that the top two Ray Scholarship candidates scored within 0.25 of a point of each other. Now, I reviewed the scoring matrix put together by Dina Romanova, and I have to say that a scoring difference of just 0.25 is nothing short of amazing. Needless to say, these kids were incredibly well prepared and evenly matched. I am very proud of all of our qualified applicants, and I wish we had more than one scholarship to award because we certainly have more than one deserving candidate. We will announce our 2023 Ray Scholar at the next chapter meeting on May 4, 2023.

Shifting to hangar news... I would like to recognize the insanely awesome efforts of Ozan "Oz" Kalan who, almost single-handedly, finished the installation of the Lounge-461 ceiling. Yep, that's right - our lounge, library, and simulator space has a ceiling and lights! In the coming weeks, we will build out our simulator space, install cabinets, and finalize the space - hopefully just in time for Cavalcade 2023 and a summer of food, folks, flying, and fun!

Thanks to Robbie Culver for coordinating the set up of a chapter tool crib. As a chapter, one of our core mission objectives is to facilitate and support the construction of homebuilt experimental aircraft. The establishment of a tool crib hosting specialized tools is a significant, key step toward serving that mission. Robbie has canvassed the masses and assembled a substantial list of items that we intend to acquire and make available to chapter members. If you have, or someone you know has, tools to donate, please let us know. We would love to give those tools a good home and renewed purpose!

Oh, and speaking of tools... I have been building out my personal tool collection for months now, and I am happy to announce that I have officially started construction of my RV-14A! Metal was clecoed, cut, and drilled. Rivets shall be driven soon.... Hopefully VERY soon because I received my wing and fuselage kits on April

## *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.

26! I am still taking inventory and trying - somewhat desperately - to figure out where to put all of the pieces. (What. Have. I. Done?!)

And finally... back to my delay. Folks, April was an incredibly difficult month for this avgeek. On April 25, I said goodbye to my Golden Retriever and furry, four-legged co-pilot, Biscuit. Biscuit was a truly amazing and gentle companion who spent more than 650 hours in the air with me as we traveled far and wide across this great country in his airplane. He was this man's best friend and a source of great joy to me and to nearly everyone who met him. His absence has left a crater in my heart, but I am comforted by the memories and the knowledge that he was, above all else, a wise, kind, and friendly hangar dog who loved hanging out with so many of you.



VFRs!



## MONTHLY MEETINGS

The Chapter meets on the first Thursday of the month at Clow International Airport, typically at the Illinois Aviation Museum starting at 7:00 pm. Family members, extended family and guests are always welcome.



## MEMBERSHIP INFORMATION

Membership dues for EAA Chapter 461 are \$25 per year and are due on the first of January each calendar year. Chapter 461 members are to be current members of the EAA, Oshkosh, WI.

Individual membership to the EAA is \$48 per year. Family memberships are available for \$60 per year. Both include a twelve-month subscription to Sport Aviation magazine.

## A Visit to EAA Chapter 42 in Anchorage, Alaska

*Robbie Culver*

**D**uring a recent business trip to Anchorage, Alaska, I was able to visit EAA Chapter 42 and attend their April member meeting at Merrill Field. When I travel for work, I often try to reach out to a local EAA chapter and attend their meeting - it is always interesting. Some chapters are easier to reach and are more responsive than others. Often my attempts go unanswered. This experience was very different!

When I looked up Chapter 42, their website listed a meeting for Tuesday April 25th at 7 pm in a hangar 10 minutes from my hotel. I used the contact information on their website to ask Chapter President Lars Gleitsman if guests were invited at the meeting, and received a quick response that said yes and I would be welcome. That was an understatement.

It can be a bit intimidating going somewhere that you are the outsider, and some of my experiences have been better than others. It took less than 15 seconds for me to feel at home at EAA 42. In fact, literally everyone I met was very friendly and interested to hear about EAA 461 and the chapters youth programs, especially Hangar Night. After a bit of socializing, the meeting began with a brief introduction by Vice-President Scott McEwen and then - to my astonishment - all 18 members and guests in attendance were asked to give a brief introduction of themselves.

It was great hearing about all the projects that members were working on, and I used my time to share about all the projects 461 has going on, tell them about Hangar Night, and explain what my experience was. Their interest was genuine.

Local DPE Mark Baker gave a presentation (as explained on the chapter [website](#)) “about the latest FAA airworthiness certification (AWC) process. He explained that he and Rod Russell are the only two DARs (Designated Airworthiness Representatives) in Alaska for experimental homebuilts. He shared the benefits of the new on-line application process, minimizing errors that cause rejections. He discussed the importance of applying for the Airworthiness Certificate right after obtaining the aircraft registration, due to FAA's current processing backlog of 9 months. He explained the efficiencies of using 3rd party vendors in Oklahoma City for filing the app, even though anyone can file

### *Board of Directors*

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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!

directly. He explained the process to create the required operating limitations and flight test plan, and referenced a great series of articles in KitPlanes magazine on flight testing, as well as FAA advisory circular 20-27G, Certification and Operation of Amateur-Built Aircraft.”

Baker showed us some of the treasures in his hangar. First up was a 1929 Travel Air “with (a) Wright Whirlwind engine (restored by Rick Hansen)” which won Grand Champion Antique class at Oshkosh several years ago. The aircraft was located in Kenosha, WI when a friend of Baker’s bought it - and Baker flew it to Anchorage with his friend in a epic 9 day journey. Open cockpit, across the country, through Canada, and then across Alaska to get to Anchorage. Wow! Just an incredible story.



*DPE Mark Baker telling us about flying the Travel Air*

Baker’s telling of the adventure was classic aviation, and I was amazed at the thought of flying an open cockpit aircraft that far. The Travel Air was restored to like-new condition - you couldn’t tell it is over 94 years old looking at it. The only things that were modified was adding an alternator as well as ADS-B in and out for safety. A radio was also installed but was well hidden behind a section of the instrument panel.

Next up on the tour was a 1951 Hiller 12B helicopter that member Scott Seltzer had just purchased. To say the helicopter is pristine does not begin to do it justice. It was perfect. I have a lot of respect for someone that buys a helicopter - it is a deep investment and requires a lot of devotion both emotionally and financially.

An experimental Super Cub replica in the hangar has “every trick in the book” installed. It has leading edge slats, huge Alaskan

## *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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Bushwheel tires, highly modified flaps, a partial fuselage covering, minimal instrumentation and looked like it must be the most fun taildragger around. Check out the lower rear fuselage in the photo.



The Super Cub was open to inspect, so I took a look inside and out at every angle - backcountry flying in Alaska is like nowhere else on earth, and this airplane was purpose built as the ultimate STOL off-airport machine - it shows.

Baker's Long-EZ was also part of the hangar tour. His is one of two identical Long-EZ's built as a matched pair and painted in US Thunderbird colors. It was interesting to hear about the aircraft and all the adventures Baker has had in it. The second matched Long-EZ was on display for years in the [Alaska Aviation Museum](#) at the Anchorage International Airport, and only recently rescued by Baker from being destroyed - the museum no longer wanted it.

If the tour had ended there, it would have been an amazing evening. But Baker took us to the hangar next door where not one, but two Christen Eagles were kept, along with some race cars.

I finished the evening talking to chapter webmaster Walter Yankauskas and sharing the EAA camaraderie that we all know and love. It was a truly special evening and I am grateful for the warm welcome and fantastic tour.

One thing about Alaska that is fantastic is the constant exposure to all facets of aviation. Alaska aviation is unique and incredibly diverse - I spent a lot of time shooting photos of and observing the aircraft at Anchorage International Airport (PANC), the Lake

## *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](#)

Hood seaplane base dirt strip (PALH), and Merrill Field (PAMR). This issue's cover photo was taken at the gravel strip as a Cessna with skis and wheels was on short final. I was able to stand literally at the end of the runway to take photos.

If it flies, you can find it in Alaska - one afternoon I saw multiple 747's, 767's, 777's, a turbine DC-3, an L-100 (civilian C-130) and an original, radial powered DC-3 all within 20 minutes. There are locations at the big airport to watch and photograph aircraft that rival any opportunity in the world. One of the best vantage points was on a Moose trail. My head was on a swivel while shooting photos (Moose are very dangerous!). It was still spring in Anchorage, complete with melting snow and mud - but it was weird walking out at 9:20 pm and finding it still light on a late April evening!



*Merrill Field at 9:20 pm in April*

## My Journey to Sport Pilot the Old School Way - Part 3

*By Brenda Culver*

My hours were starting to accumulate and we needed to tackle some requirements for the sport pilot certificate. Next up was dual and solo cross country planning and flying. The requirements say, and I quote, *“One solo cross-country flight of at least 75 nautical miles total distance with a full-stop landing at a minimum of two points and one segment of the flight consisting of a straight-line distance of at least 25 nautical miles between takeoff and landing locations.”* So how do you translate that?

### *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](#).

I filled out my VFR flight plan which included winds/direction, distance, estimated time from checkpoints I had picked on my route and estimated fuel use. I ended up flying to Whiteside County in Rock Falls, Lewis and returned to Clow. I was wiped out but felt accomplished. I had successfully made my way across the state and back with just my chart and my VFR plan.

It was time to schedule my written exam. During my training, I had been studying often at home with the Sporty's program and also with Gleim study books as well. My suggestion is take a lot of practice exams before going in for your written. It helped tremendously. I remember driving up to see Josh in October and Robbie was quizzing me for an hour straight! It was very helpful not only for my written but also how to answer the questions during my oral exam at my checkride. Howard would text "homework questions" asking me about rules and regulations and "what if" scenarios. So much to know but if you attack it a little at a time, it's not so overwhelming.

I went to Clow on a Saturday morning and took the written exam. Yes, I was nervous but felt confident I knew my stuff pretty well. Luckily, I was right and passed on the first try. Another check mark on my to do list. Basically, all I had left was my three hours of checkride prep I had to complete with my instructor then I'd be qualified to complete my checkride.

I had one small problem, my instructor was in another state and I couldn't complete the required hours unless I did them with another CFI (which is always an option). Also, the weather in November and December are not ideal for flying in a very drafty Champ with virtually no heat. I have three words: *Dress in layers*. So yeah, the weather. I had scheduled multiple days with another instructor to get some pre checkride maneuvers done but every time we scheduled, the weather did not want to cooperate.

So round and round I went, doing solo pattern work, practicing takeoffs and landings. I was signed off to go to Lewis too. At least the view was different after what seemed like a million flights around the pattern at Clow.

Finally! Some good weather AND my instructor was back in town. Win win! We flew on the 29th and 31st of December and flew into the Lewis Class D. It was a great experience and I needed to work on talking to the tower. It was the end of December and I finally had my sign off to schedule my checkride!

Saturday, January 7, 2023 was the day I was scheduled for my checkride. Of course I spent that week and a half reviewing

## 'Rosie the Rocketer' Coming to Oshkosh

A historic fabric-covered Piper L-4 Cub, nicknamed Rosie the Rocketer, which had some of the most fascinating exploits of any small aircraft during World War II, will be part of this year's warbirds display at EAA AirVenture Oshkosh 2023.

The airplane became famous during the war when Maj. Charles Carpenter attached six bazookas to the aircraft and began attacking German tanks and armor while assigned to General Patton's 3rd Army. "Bazooka Charlie," as Carpenter became known, had multiple documented armor kills and the aircraft was preserved with its original bullet holes and other battle scars. The L-4 was found in Austria in 2017 and restored to flying condition by Colin Powers in late 2020. It is currently owned by the Collings Foundation of Stow, Massachusetts.

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





anything and everything and asking Robbie a thousand questions. He kept saying “Stop! You know this stuff. You’ll be fine.” Meanwhile, my insides were in knots with a thousand questions running through my head while lying in bed, trying to sleep the night before. Did I have everything? What are the airspace minimums? Is all my paperwork in order? It would be great to be able to shut off your brain when you were trying to sleep. Anyway, I finally fell asleep and Saturday morning arrived quickly.

Staggering in with my backpack stuffed and an arm full of books, I met my DPE (Designated Pilot Examiner) at 9 am at the airport. Of course I was a nervous wreck. It’s easy to say to yourself “just calm down and breathe” but to actually do it is another feat entirely. Alan (the examiner) was very nice and tried to put me at ease right away but of course I was shaking inside. We shared small talk for a bit and then he asked if I was ready to start. Of course I said yes.

We started with the aircraft logs and he asked about weight and balance. Then he checked through my logbook for all of the proper sign offs and requirements. The paperwork alone took an hour! Then the questions began. It was basically Q and A testing my knowledge and how I would apply that knowledge to my flying. If there’s anything I would say about taking your oral exam is that you’re not going to know everything. The important thing is to know where to find the answer whether it’s the FAR/AIM, the AFD or the Pilot’s Handbook of Aeronautical Knowledge. If you don’t know the answer, don’t be afraid to say that but know where you can find the answer.

Two hours later, we finished and he told me I passed. I let out a happy sigh and smiled. It was mentally draining but I was so relieved to hear I made it through the oral portion of the test. Alan had me check the weather again to confirm that we still weren’t able to fly. The weather showed low overcast and minimal visibility. The flight portion would have to wait for another day. A discontinuance was issued and Alan and I would stay in contact to set up the flight portion of my check ride.

Little did I know that January 2023 would go down as one of the cloudiest January’s on record. I learned a lot about the weather and how not to trust the long term forecast and also learned about patience. Six weeks of waiting and rescheduling; I was getting worried that I wouldn’t get the flight portion completed within the 60 days of having taken the oral exam. Finally a Saturday looked good and Alan was available! Thankfully, I was able to brush up on my skills the Wednesday before our scheduled ride and I felt

## *EAA, Others Wait for Next Step on B-17s*

EAA is continuing its repair and restoration work on its B-17 Aluminum Overcast and is working closely with the FAA as the agency considers the best path forward to safely getting these treasured aircraft back in the air.

While Aluminum Overcast has been sidelined since damage to a wing fitting was discovered during a routine preflight check in spring 2021, other B-17 operators have also grounded their aircraft due to possible wing spar issues. Those wing spar issues could lead to the FAA issuing an airworthiness directive for B-17s in the near future.

Click [here](#) for more information



confident going into the flight portion.

The day was perfect, a cloudless sky with light winds out of the southwest. The forecast did say the winds would pick up later in the day so I was glad my flight was scheduled at 9am. We met at the Champ and I briefed my first official passenger on our airplane and went over emergency procedures. Robbie started us up and I took my time reviewing everything in my head before taxiing to the run up area.

The butterflies were in full go mode, my arms and legs feeling tighter than usual. I focused on my pre takeoff list and run up. Everything was good to go. A short field takeoff was requested and I repeated it back to him just to confirm. We taxied onto the runway and I held the brakes while pushing the throttle forward. The Champ shook in place until I had full throttle and released the brakes. We accelerated down the runway and left the earth in about 300 feet. I pushed the stick forward, gained airspeed and pulled up to clear the imaginary 50 ft object at the end of the runway. *“That’s how it’s done”* came through my headset and I smiled and started to relax a bit and focus on the task at hand.

We headed southwest on our cross country trip to 3MY (Mt Hawley). Alan asked questions about emergency procedures, picking out emergency landing sites, checkpoints on my cross country route. We reached the first check point at the estimated time I had calculated. Wow! Flight planning actually works!

We continued southwest and Alan had me locate landmarks on the chart and identify them on the ground. We then entered the portion of the flight test where I had to execute certain tasks. I demonstrated slow flight, stalls, steep turns, turns around a point, a spiraling descent and a turning stall. I did my best to stay aware of my surroundings, scanning for traffic, executing clearing turns before each maneuver. If you’re going to be taking your checkride soon, my one suggestion is to take your time. There’s no rush and you want to stay ahead of the airplane at all times. You’re the pilot in command!

So far so good. I hadn’t been told to stop yet so that was a good sign. Alan told me to divert to Morris and we’d do some takeoffs and landings. I found the airport and entered the pattern, making all the appropriate radio calls. I completed a soft field takeoff and landing, and short field landing. Fuel was starting to be a bit of a concern for me since we had been flying for almost an hour and a half. I mentioned this to Alan and he said we were only doing one more landing and then heading back to Clow.

## *Continental A-40 Gathering Planned for AirVenture 2023*

At EAA AirVenture Oshkosh this summer, vintage aircraft owners will celebrate 90 years of general aviation powered by the very first horizontally opposed four-cylinder engine, the Continental A-40. If you fly behind a horizontally opposed engine today, it all started with the A-40. When the Continental A-40-2 engine was introduced in 1933 it changed everything — this little 37-hp engine gave birth to general aviation as we know it today and completely changed the affordability and accessibility of flying. Flight schools could afford to purchase, operate, and maintain aircraft powered by these little engines, and still turn a profit.

As the world’s first horizontally opposed four-cylinder engine, it also launched a whole new powerplant design platform that is still in production today with nearly a million engines produced.

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





*On final to runway 18 at Morris during my checkride*

**Don't be afraid to say something like that.** You are the pilot in command during your checkride. Our last landing, he had me cut the power and make it back to the runway for an emergency approach and landing. I immediately headed towards the runway, keeping my pattern tight. Once I knew I'd make the runway, I put the Champ in a forward slip and lost altitude and touched down about a third of the way down the runway. Whew! That had my adrenaline going but also proved to myself that I could handle the Champ and bring it down where I wanted.

'Okay, just get me back to Clow without busting the class Delta and we're good.' He couldn't see the huge grin on my face from the back seat but I was smiling ear to ear as we cruised back to Clow. Of course he had me come in from the south to show me that it's ok to be close to the Delta and still be legal. It wasn't my smoothest landing coming back but I brought myself and my first passenger back in one piece.

Robbie was waiting for us at the hangar as I taxied back. I'm sure he was just as nervous as I was! I kept a straight face as I completed my shutdown procedures, Robbie standing off to the left, waiting for any kind of signal. He hesitantly gave me a thumbs up and smiled and I returned the thumbs up with my own huge smile! He jumped up and down for me, fists in the air. I thanked Alan and let him out of the Champ. Robbie came over, I climbed out and gave him a huge hug and jumped up and down. "I did it! I did it!" There may have even been a few tears of joy.

## *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/ea-membership>

Alan called me over to take the obligatory photo in front of the Champ. I shook Alan's hand and posed with the piece of paper that said I had officially passed my checkride. Robbie snapped a bunch of pictures as I grinned from ear to ear. As I tried to come back down to Earth, Alan ventured off to complete the paperwork needed to make it official and I was asked to join him so I walked from the hangar to the main office, rambling on and on. Honestly, I don't remember what I said to Alan but it was something along the line of "Thank you so much, I'll be the safest pilot I can be, it's been a great experience." I'm sure Alan has dealt with a number of giddy new pilots over the years.



*Alan and Brenda in front of the Champ*

As I sat in the office, it felt like a giant weight had been lifted from me. All those hours of training, the numerous practice tests taken, constant reviewing of rules and regulations, and of course, having to reschedule my checkride over five times was the most stressful part. I sat back in one of the comfy chairs and picked up my phone and sent a photo of Alan and I to Howard and simply said "I did it!" Not only was I glad to make my instructor and Robbie proud but I was also proud of myself for overcoming this nagging irrational fear that had plagued me for years. I was officially a pilot with a license to learn and I plan on doing just that.

## Flight to Pontiac

*Robbie Culver*

The flight from Clow to Pontiac (KPNT) is - just barely - a cross country. Perfect for an early spring morning when the weather is dynamic. The course is 210 degrees, with only a slight dogleg required to remain clear of the Lewis Class Delta airspace on departure. The Sonex has no heat, so the morning sun is a welcome addition to the day - on overcast days, flights of over an

## *FAA Releases Policy Memo on Task-Based Phase I*

The FAA has released a formal policy memorandum on task-based phase I, detailed in the recently-published Advisory Circular 90-89C. This fully enables the use of the program by giving all owners of amateur-built aircraft a modified operating limitation that allows its optional use in lieu of the traditional 25- or 40-hour long flight test period.

With this new memo, all newly inspected amateur-built aircraft should get the revised operating limitation. Ask your DAR prior to inspection to verify they have received the memo. If your aircraft is already flying and still in phase I, ask your FSDO to reissue your operating limitations with the updated language.

The new operating limitation will be incorporated into a future change to FAA Order 8130.2.

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

hour can be acts of faith. The trip to Pontiac and back is just over an hour.

On departure, a slight turn right off of runway 18 puts me on course, climbing up to 2500' over the fields near Plainfield. The morning alternates between bright sunshine and blue skies and layers of haze and clouds - a beautiful combination of colors. Visibility is good at 2500', so I continue the climb to 3000', always mindful of the 500 pound gorilla lurking above me - Chicago's Class Bravo airspace with a 3600' shelf.

The layers show gray and brown and yellow in the sunlight. My flight path clears the Delta and I start my turn due south to intercept the course to Pontiac. Ahead of me, steam clouds rise from power plants in the fields, their plumes flattening a bit as they rise and meet a slight temperature inversion. I turn to avoid flying into them, leveling out at 3000' and adjusting the power and trim to ease the workload.

The Sonex is a light airplane - 680 pounds empty - and I am alone today. Finding the sweet spot of trim and power settings to let her fly straight and level in the still air takes a couple of minutes. Ahead of me, a snow line appears on the ground below, south of Interstate 80, marking the line where yesterday's snowstorm passed.

The bright sunshine warms the cabin, but a draft from the canopy keeps the air brisk; the stocking cap on my head keeps me warm. My toes on the other paw, they start to complain early. This will continue for the entire flight. The en route portion passes quickly - barely 25 minutes from takeoff to pattern entry.

Beneath me, wind farms rise above the snow covered fields. The white snow reflects the sunlight, and the glare is enough to make looking down uncomfortable. Ahead of me, I see endless lines and angles as the farms and country roads mix into a pattern of rural America that leaves me smiling. Chicagoland is far behind me and my flight has become relaxing.

I tune the radio to the air to air frequency of 123.45 - the "fingers frequency" - and press the Push to Talk (PTT) switch. "Is anyone else flying on this beautiful morning?" Silence replies - no one is answering, at least. I'll try again on the return flight.

Tuning the AWOS at Pontiac in, through the static I begin to hear the automated voice reading the weather. Nothing remarkable, no wind to speak of, and the visibility has risen above the 5 miles it was when I got my briefing this morning. VFR and light winds -

## *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](#).

perfect.

Switching to the CTAF, I note the lack of traffic - more silence. At 10 miles out, I make my initial call and focus on finding the field, adjacent to the interstate highway to my left. I can barely make it out with the snow, but clearly it is there - a gray line against the white. The tank farm I use as a reference appears from the haze ahead of me - I am perfectly set up to fly to the tanks, then turn and cross mid field for the left downwind to runway 24.

I begin my descent, easing the power off but mindful of the temperatures - it is cold, and I do not want things up front getting cool too fast. The airspeed builds a bit as I let the Sonex descend, watching for traffic and monitoring my position. As I get close to the tank farm, I start a left turn to cross midfield, making another radio call to no one. The radio has been silent since I changed to the CTAF.

I use the trim to stop my descent, crossing over the airport and looking down to ensure the runway is free of ice and snow. It is - a slate gray ribbon against the snow. As I cross over, I look down at the FBO and note that no other aircraft are there - good morning for a touch and go, then back to Clow before the weather changes. I press the PTT and call my downwind.

Left downwind and the airspeed eases to the flap extension speed just as I pass abeam the numbers on runway 24. I add a touch more trim and pull the throttle closed, adding one notch of flaps and watching my airspeed.

More trim, another notch of flaps, and I settle in as the aircraft gets quiet. I love this moment - turning base and calling to no one that I am there. I can tell my glide is good and I will not need to add power to make the runway - that's the goal in a power-off approach. I turn final, make my last call, and slow the aircraft by raising the nose as I approach the runway threshold.

The goal in the Sonex is to touch down lightly, then just add a touch of forward pressure with my wrist to do a wheel landing. The technique works, and I gently touch down and roll straight down the runway, busily adjusting the trim and retracting the flaps as I add power to take off again. Lots going on, and no one sees my landing - of course! No one sees the good ones!

The Sonex leaps back into the air and climbs into the dense cold air. To my left I see a large raptor - it looks like an Eagle - circling over the wetlands below me. I start my turn back to heading 030 and climb on course to head back to Clow.

## *Big Nights Planned for Theater in the Woods*

EAA AirVenture Oshkosh will again bring aviation personalities and other notables in the world of flight to the Theater in the Woods stage in 2023, with a full week of evening programs starting July 23. This year's lineup ranges from the moon missions of Apollo and Artemis, flying performances in the movies, and the history of air racing. In addition, EAA's 70th anniversary year will be highlighted during a July 24 evening program. Theater in the Woods evening programs are supported by M&M'S.

"The evening programs at Theater in the Woods are one of those 'only-at-Oshkosh' traditions that have brought aviation legends, astronauts, entertainers, and many others to AirVenture audiences for more than 40 years," said Rick Larsen, EAA's vice president of communities and member programs, who coordinates AirVenture features and attractions. "This year's highlights reach across the spectrum of flight and will entertain and educate regardless of which evening's program people select to attend at this memorable venue."

More information is [here](#).

Ahead of me, the pristine scene I saw headed to Pontiac has changed - and more rapidly than predicted. Gray puffy clouds appear ahead and to my left, below me - and the layers grow more pronounced. I climb to 3000' again, and trim out for cruise, adjusting the throttle to allow for an easy, level flight back.

As I level out, I note the puffs of cloud are growing more and gathering ahead of me - nothing to be concerned with, but enough to make me pay close attention. Soon enough, the steam plumes appear ahead in the haze, and I begin to plan for a descent to avoid the Class Bravo - I am never high enough to enter it, but always cognizant of its presence.

Interstate 80 passes beneath me and the ADS-B in begins to warn of traffic - yep, back in Chicagoland! Passing Joliet, I tune the AWOS and listen to the conditions, noting there is nothing major to be concerned with. I change frequencies to listen to Clow, and I adjust my flight path to avoid the Lewis Class Delta again. I begin my descent to pass north of Interstate 55 at an altitude that sets me up for the pattern at Clow.

I make my initial radio call on 122.9 at 7 miles and hear a Cessna 182 make a call at the same distance but well north of my position. It is my friend Chuck - at least I know what to expect. He will fly over the field and make a teardrop entry to the downwind, while I will fly parallel to Interstate 55 and enter a 45 degree to the downwind 500' below him. I keep the power in to help Chuck out, heading up the Interstate at 140 mph.

Another radio call 3 miles south of the field, and I adjust the power and trim for my pattern speed as I turn to the 45 degree entry, letting the airplane slow enough to ensure I am configured to land. As the airspeed drops below 120 mph, I turn slightly right to enter the downwind, making another radio call. Chuck has passed ahead of me, well above, and I see him off to my right as he begins his teardrop entry to pass behind me.

I trim for 100 mph and watch as the runway passes off my left wing. As I reach the point where I am adjacent to the runway numbers, I begin to add flaps and pull the power back. A second notch of flaps and I turn base, again gauging my descent and making a radio call for left base.

Behind me, I hear Chuck calling on the 45 entry and know I am alone on the base leg, turning to short final to land as I pass over the strip mall. I am again wondering if the traffic lights beneath me apply as I pass over them. A touch of power, I raise the nose gently crossing the threshold, and the Sonex settles onto the

# 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!



runway. A slight flex of my wrist - that is all it takes, and the wheel landing is complete. I let her roll out, slowing as she does and pulling back to pin the tail to the runway.

As I turn off onto the taxiway, I am smiling - another fun flight, executed to my personal standards and done safely and efficiently. A last radio call lets Chuck know I am clear of the runway and headed to the fuel pumps. What a fantastic feeling...

## 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>

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

## VARMA: What to Know

Thanks to years of EAA’s advocacy efforts, in March the FAA unveiled a new program for the use of certain off-the-shelf parts in type-certificated aircraft. This is the first approval granted under the new Vintage Aircraft Replacement and Modification Article (VARMA) program, the next big step in keeping vintage aircraft flying by making access to parts easier. So, what exactly does VARMA encompass? Here are answers to a number of the questions we’ve been receiving.

What does “VARMA” stand for?

Vintage Aircraft Replacement and Modification Article

What problem is VARMA trying to solve?

Parts availability in vintage aircraft has been a longstanding issue, especially in rarer models that lack manufacturer support. In many cases suitable parts indeed exist, but are manufactured outside of the traditional FAA design and production approval system. Such parts may be built for other applications and industries, or made for non-type certificated aircraft.

Click [here](#) for more info

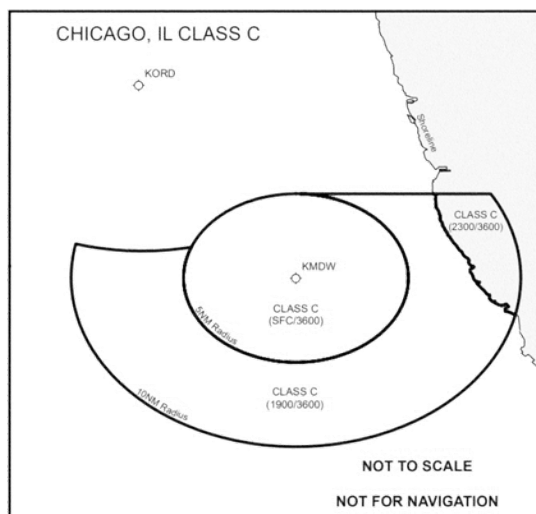


pace with PBN procedures development, increasing operations, or newer aircraft designs.

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



## *Acting Administrator Nolen to Depart FAA by Mid- Summer*

Acting FAA Administrator Billy Nolen last week announced that he would be leaving the agency by mid-summer, again opening a leadership position at the top of the FAA as a number of crucial issues take center stage for the aviation community.

Nolen has served as acting administrator for the past year after the resignation of former FAA Administrator Steve Dickson. Nolen had joined the agency just a few months prior, in January 2022, as head of aviation safety.

As acting administrator, Nolen attended EAA AirVenture Oshkosh 2022 and the fly-in's annual "Meet The Administrator" session.

Click [here](#) for more info