



**KEEP IT SIMPLE**  
THERE IS JOY IN BASIC FLYING



**AVIATION MERIT BADGE**  
20 SCOUTS AND THEIR PARENTS LEARNED



**FROM THE LEFT SEAT**  
WE CELEBRATED OUR CHAPTER'S MEMBERSHIP!



**EAA 461 CELEBRATES 50 YEARS!**  
WE EMPTIED THE HANGAR



## From the Left Seat

**G**reetings Chapter 461. Thank you, once again, for patiently waiting for this (last?) month's newsletter. I have once again managed to delay publication. The grass grew? The sun got in my eyes? I sang karaoke at Hangar Night? The Trimotor arrived? (The last two really happened!) On a positive note (groan), I purchased chapter camping (\$309; contact Jamie Nolan; let me know if you need her contact info) and a wristband for AirVenture, so I haven't been completely counterproductive.

Our 2023 Young Eagles season continued on May 19, following a week-long weather delay, with amazing weather and forty-three flights! In April, you may recall we flew our new southern route, and in May we had a chance to fly our new northern route. Once again, I was pleased to see our newly defined route work well. Feedback from pilots was positive, and I thank everyone for making our event safe, fun, and exciting! I would also like to throw down the gauntlet with regard to EAA's "30 for 30" Young Eagles Challenge. Pilots who fly 30 Young Eagles between August 1, 2022 and July 31, 2023 will earn a commemorative polo shirt. I flew my 30th YE flight on May 19. When will you fly yours? :) Also, all Young Eagle flights in the time period will receive 2x the standard credit - that is a good thing for our chapter's youth programs, whether the 30 flight milestone is met or not!

On May 21, we celebrated our chapter's 50th birthday. Said differently,

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



we celebrated our chapter's membership! That means you, because without you, we would be little more than a collection of fancy aluminum, funny tools, and unusual attitudes. (Wait - that sounds frighteningly accurate...) Thanks to everyone who came out to share the day and celebrate our collective spirit of aviation!

### Hangar Happenings

Congratulations to Dave Gustafson whose RV-14A recently received its wings! It is now 90% done, and it only has 90% to go!

Thanks to Amy Reeb and Craig Kurek for sourcing some great furniture for the lounge area. The lounge is coming together nicely!

And now I need to wrap this up so I can depart the Carlson Intergalactic Spaceport and do my part to support the Trimotor and hangar setup for CAVALCADE OF PLANES 2023!

VFRs

## Keep It Simple

*Lunas Tailien*

**R**ecently, in several discussions with pilots, builders, friends and new chapter members, the subject of complex, expensive aviation came up. Flying is and always will be expensive. But as has been written about in past newsletters, there are ways to make it more affordable. It starts with defining your mission. (See the June 2023 *Sport Aviation* issue, page 38)

There is joy in basic flying. Options include a vintage or classic airframe, or consider building - or buying - a basic experimental aircraft. It does not have to be expensive and it does not need to be complicated. Installed glass avionics are really cool - but they certainly ratchet up the investment significantly. Portable toys may be a better option if your budget is a concern. It is still possible to get into aviation for less than \$30,000.

EAA has its roots in these concepts. It is easy to suffer information overload when considering what aircraft fit your personal requirements. With so many kit manufacturers offering matched-hole, advanced kits with quick-build options (and a price tag to match), it is difficult to envision an affordable aircraft. Yet they exist. There are still plans-built aircraft projects that can be constructed on a reasonable budget, and even incomplete projects are an option - provided due diligence is done. Buying a used experimental is also an option, with equal due diligence required.

## 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.

So many builders now only see a quick-build kit, a \$40,000 or more instrument panel and a new engine as the only option. The roots of homebuilt aircraft was to make flying attainable for all. It seems every conversation about new builders is centered around autopilot capability and integration. The technology and advances in experimental aircraft are incredible, and I embrace them fully - but there needs to remain a segment for the masses that does not cost as much as a small starter home.

This year at Oshkosh, the Vintage Aircraft Association (VAA) will feature affordable aircraft. From VAA: *"Flying doesn't have to be expensive - it can be Fun and Affordable! Just what ARE Fun and Affordable airplanes? They're air-worthy, type certificated "every-day flying" vintage planes that cost around \$20,000 to \$50,000. They're great airplanes for anyone, regardless of age, who is just starting out as a pilot"* Be sure to check it out just east of the Vintage Red Barn, across Wittman Road.



It's worth your time if your heart longs for an aircraft of your own. Consider your mission, discuss it with your significant other, and then go find your dreams. They are out on the flightline at Oshkosh, and they can be affordable!

A good friend recently said "I think people misunderstand what 'stick and rudder' flying is. It's more than just skills, it's the enjoyment of interacting with the machine. Feeling the controls and the feedback they give you." The Zenith, Jorge's RANS, Robbie's Sonex and Brenda's Champ all qualify as great examples of this. Three are affordable experimental aircraft, and the other is a vintage aircraft with minimal instrumentation. Each fits a mission - having fun! (The pursuit of pancakes and flying formation with friends!)

## 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.

In a hangar conversation, a founding member of EAA 461 recently reminded our Board of Directors that the reason EAA 461 spun off from EAA Chapter 15 over 50 years ago was to focus on homebuilt aircraft. Our mission remains the same, but we pulled a few young folks in along the way! As a result, you are seeing Hangar Night, and a new tool crib for the chapter focused on making tools available for use by chapter members. We want to see more of you involved in our passion - building! Our hangar looks like an aircraft factory and is stuffed full of projects and flying aircraft - this is a great problem to have. Many of the options in affordable aviation are on display.

And that ties back to the affordable option. A kit built aircraft can be scaled to match a budget of more people than you would imagine. Most kits can be purchased as sub-kits, where subsections of the final product are purchased individually, allowing the costs be spread out over time. Kits can also be financed if required. Engines can be purchased used, and rebuilt over time to manage the costs.

And we, as builders, tend to modify and add to our projects - which means more cost, more complexity, more time, and more weight. All of this is awesome, but it is not always required.

Keep it simple.

## Aviation Merit Badge

*Robbie Culver*

On Saturday, May 13th, the Illinois Aviation Museum (IAM) and EAA 461 hosted a group of scouts from Troop 24 in Riverside, IL to assist in completing requirements for their Aviation merit badge. A huge thank you to IAM's Bill Anderson for coordinating their visit!

The scouts toured the IAM, and then the "Annex" next door before coming to the EAA 461 hangar. EAA 461 President Chad Carlson and newsletter editor Robbie Culver showed the scouts an experimental Sonex aircraft before taking them on a tour of the EAA 461 hangar to show them the incredible projects our members are working on.

Approximately 20 scouts and their parents learned about EAA and the freedom we have to build, fly and maintain our experimental aircraft. (We even gave some love to certified aircraft, including Melody and Charlotte!)

## 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!



The scouts were polite, respectful, and very interested to learn about aviation - one even expressed interest in our weekly “Hangar Night” events! After conversations with some of the parents, it was clear they learned a lot also!

## 50th Anniversary Celebration

*Robbie Culver*

On Sunday May 21st, 2023, EAA 461 celebrated it’s 50th anniversary with a hangar party at Bolingbrook’s Clow International airport. We emptied the Chapter hangar of projects and aircraft - with several member projects being rolled out on the ramp for the first time in this stage of construction.



*Mary Elizabeth (“M.E.”) Kurek poses with the pedal plane, EAA 461 sign and the 1945 Aeronca 7AC Champ “Charlotte”*

### 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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Friends and families joined chapter members for a BBQ feast and a group photo was arranged in front of the EAA 461 squadron. All parts of our aviation family were represented - Experimental Amateur Built (EAB), Vintage, Light Sport, Certified, and a recently donated pedal plane.

Our chapter President, Chad Carlson, made a dramatic last-minute appearance, landing just as the group photo was being taken, then taxiing up to park behind the crowd and carefully positioned aircraft. His timing was perfect. Late, but perfect.

As the aircraft were being pulled out and placed into position for the photo, it was interesting to see the progress of the projects. The RV-14's are ready for the wings to be installed (see [below](#) for an update!), and the RV-6 looks almost ready to fly!



*Member Rick Ernst pulls his RV-6 out onto the taxiway for the first time since the wings were installed.*



*The EAA 461 squadron and membership in front of the chapter hangar, celebrating the 50th anniversary. Aeronca 7AC "Champ," Cessna 170, Sonex, RV-14, Zenith, Cherokee 180, RV-14, RV-6, and RANS S-14 Airaile*

## *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](#)



*Member Dave Gustafson's RV-14 being pulled out.*

In the everyday craziness of life, it is easy to forget to celebrate those milestones we all reach. For Chapter 461, 50 years is a testimony to those who founded the chapter, those who kept it going, those who dragged it from the ashes (*lookin' at you, Wayne!*), and those who keep EAA 461 growing. Thank you!



*Dean Karafa and family celebrate the progress on the RV-14*



*The EAA 461 fleet, complete with our new pedal plane*

## *Cracking the Code: An Insider's Guide for AirVenture Rookies*

PSST! YEAH, YOU. COME over here. Heard you were planning on going to EAA AirVenture Oshkosh this year. Want in on the secrets? Oh, you talked to a friend who was there years ago and now you think you're all set? Know it all, huh? Well listen up, rookie, we're going to help you out. Pull up a chair and we'll do some hangar flying — AirVenture style!

A group of us lucky ones who work at EAA year-round got together in a secret location (actually, it was that odd little conference room in the basement, the one with no door) and came up with some tips.

We did the math — we've got 157 years of combined AirVenture experience, so you just might learn a thing or two. We've filled this story with sidebars and stuff so be sure to check those out, too.

### **THE OSHKOSH RULES**

- 1.) Treat everyone with kindness.
- 2.) Be respectful around all aircraft.
- 3.) Pick up trash if you see any.
- 4.) Thank the volunteers.

More information is [here](#).



*Dinner is served!*

## RV-14A Wing Installation

*EAA 461 staff*



This past weekend one of our member's RV-14A projects made a big step towards its first flight. Congratulations to Dave and Andy Gustafson and their family!!



## *FAA Releases NPRM Concerning Flight Instructors*

The FAA recently released a [Notice of Proposed Rulemaking \(NPRM\)](#) that is of interest to the flight instructor community and to those who are involved in the renewal of instructor certificates. The FAA is seeking comments on proposals described in the NPRM on or before June 22, 2023. The proposals include the removal of the 24-month expiration date on flight instructor certificates, replacing it with a 24-month recent experience requirement. Each of the current instructor renewal options would now be a method of demonstrating this recent experience.

Additionally, the NPRM proposes adding a new method of establishing recent experience and to allow a flight instructor whose recent experience has lapsed by no more than three calendar months to reinstate flight instructor privileges by taking an approved flight instructor refresher course rather than completing a flight instructor certification practical test. The FAA is also proposing to add two new methods under which a flight instructor may become qualified to provide training to initial flight instructor applicants.

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