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FROM THE LEFT SEAT

REMEMBERING RON BRADLEY

1C5 TO T25

GIRLS IN AVIATION DAY

RAY AVIATION SCHOLAR UPDATE

RAY AVIATION REACHES 400 PILOTS



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

From the Left Seat!



Greetings Chapter 461!

Before I say anything else, I would like to thank Al for stepping up to serve as our newsletter editor. Before he left, Robbie warned Al that yours truly would be a problem child with regard to timely articles, and I clearly lived down to my reputation. (Sorry Al!)

Young Eagles. Hangar Movie Night. Envision Unlimited. What. A. Month!

Thanks to Dina, Christina, Al, and all of our Young Eagles pilots and volunteers for running another outstanding Young Eagles rally on September 9. I feel like I say that every month, and I am so very glad that I get to do so. We have an AMAZING Young Eagles team!

On September 21, we hosted Hangar Movie Night in conjunction with the Illinois Aviation Museum. The Movie-461 crew (Christina Ogan, Amy Reeb, Al Bally, and Corey Sodes) put together quite the spread of candy, popcorn, and soda to satisfy our need for speed as we sat back and watched Top Fin: Mackerel (or something like that) with our aviation friends and family. It was a great way to mark the end of summer. Okay, right, there is nothing great about the end of summer. It was still a great way to prepare for Fall. Thanks for putting it together, Movie-461 Crew!

And finally, we welcomed our friends from Envision Unlimited to come fly with us on September 30. I do not have an exact count of how many passengers we flew, but we had great weather and there were smiles on many faces. It was a day of making dreams come true, and I am so proud of all our volunteers and the good work we do.

Last month, I mentioned we needed to elect some new members to the Board of Directors. The original plan was to elect a replacement for Robbie's seat on October 5 and Jeff's seat on November 2; however, the Board met on September 6 and decided to hold a single election in November to keep things simple. With that in mind, we will first hold an election for officers (President, Vice President, and Treasurer), and then we will hold an election for the two vacating board seats plus the seats currently occupied by Amy Reeb, Rich Tichy, and Dean Karafa, all of whom will have completed their current terms at that point. Each existing member is welcome to serve again, and all members present at the meeting are welcome to "throw their hat in the ring" as well. We have a great group, folks, and this is an opportunity to become more involved in shaping our future.

continued

IN LOVING Memory



Ronald J. Bradley 1940 - 2023

Our good friend Ron Bradley passed away in the early morning on Wednesday, September 13, 2023. Ron, we will miss your kind smile and gentle presence around Clow and at our chapter meetings. We wish you blue skies and gentle breezes on your eternal flight west.

Ron lived in Woodridge, Illinois and was a US Army Veteran. He was married to his wife Patricia for 45 years. He has 4 children, Jim (a pilot for American Airlines) and Stephanie, Dave and Dan.



Hangar Happenings

The Hangar Mafia (Rick, John, and Tony) have established a strategy to maximize space and minimize delinquent property in the hangar. Their method is as elegant as it is simple: If it doesn't belong in the hangar, it gets removed from the hangar. Brilliant, is it not? :) Seriously folks, we had a jar of mini skeletons and a Presto Pizzazz Rotating Pizza Oven in there. (If either of those, or any of the other non-aviation items are yours, please see a Hangar Mafia team member to collect your property.) The guys have also created a new kitchen policy: No Food Left Behind. See the Hangar Mafia for details.

Oz Kalan and John Tatro installed shelving in the simulator space to store our collection of Sport Aviation Magazines and other literature. Thanks guys! We now need our yutes to help us sort through our materials and put them away in an organized manner, if possible.

Jason Antonitis is close to having his RV-12's wings finished. When they are done, he plans to store the completed wings in the chapter hangar, and, when he does, we will then have components for SIX active aircraft projects (Ernst RV-6A, Sabos RV-7, Gustafson RV-14A, Karafa RV-14A, Tatro 750 Cruiser, and Antonitis RV-12) in our hangar. For those wondering, that is an amazing number of projects for an EAA chapter hangar!

Chapter Waypoints

On October 5, Dina Romanova, Maria Kalan, Ozan Kalan, Dante Gentile, Joe DePaulo, and I will attend the Illinois Aviation Hall of Fame banquet where EAA Chapter 461 will receive the Spirit of Flight award and enter the Hall of Fame.

On October 7, several chapter members will attend Space Day at the EAA Museum in Oshkosh, WI where we will help Matt Hissem setup and manage his life-size Mercury and Gemini capsule replicas.

On October 21, Clow Airport will host its annual Haunted Hangar. The chapter hangar is currently out of scope for the event, but chapter volunteers are welcome and encouraged to team up with members of the Illinois Aviation Museum with their Halloween displays.

RV-14A Update:

The laser cut parts saga continues to be a source of anxiety and frustration, but progress is being made. On September 26, Van's Aircraft opened a parts portal that allows customers to identify the parts they require to eliminate laser cut parts from their aircraft. Initially, it appeared Van's was planning to charge for the non-mandatory replacement parts (obviously not a popular option among many of us who have kits with an extensive array of laser cut parts), but that initial appearance may have been the result of poor communication by Van's. We should know more soon. In the meantime, I will be keeping my fingers crossed. If you have a Van's Aircraft kit, but have not been contacted by Van's, please contact Van's for more information. Additional information is available at the following links:

<https://www.vansaircraft.com/2023/07/information-about-dimpled-hole-cracking-on-some-laser-cut-parts/>

<https://vansairforce.net/community/showthread.php?t=218272>

Also, please refer to AC 23-13A (https://www.faa.gov/documentLibrary/media/Advisory_Circular/AC_23-13A.pdf) for further details concerning the use of cracked parts in aircraft.

I continue to be cautiously confident that Vans will sort the issue out so those of us affected may get on with our builds.

Thank you for a great month. I'll see you on the flightline.

VFRs

P.S. Is it time for pumpkin spice yet?

BOARD OF DIRECTORS**CHAIRMAN - DEAN KARAFI****AL BALLY****CHAD CARLSON****JEFF KRASOWSKI****CHRISTINA OGAN****AMY REEB****DINA ROMANOVA****RICH TICHY****CHAPTER LEADERSHIP**

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7.4 flight hours
Apx 772 nm

12.5 gallons
8.5 gallons
Apx 7 gallons (no receipt)
5.7 gallons
8 gallons
About 41.7 gallons total

Highest gas price Hope Arkansas M18 was \$6.75 a gallon
Cheapest was in Keokuk, Iowa at \$5.41 a gallon

As most of you know, my wife and I bought a lot at T25, Aero Estates in NE Texas. The original plan was to move here in about a year after our new hangar home is built - but a rental house with a hangar became available quite unexpectedly, so we changed plans and rented it - also sold our home in Chicagoland.

We drove two cars with our dogs and important stuff down on Friday September 1st, and it took us 17 hours to make the drive. We are so excited to be here, and so far it is everything we expected and more! Next up - go back and get the Sonex!

On Tuesday September 5th, I flew on American Airlines points out of Tyler via DFW and a friend picked me up at ORD and took me to our old home base Clow (1C5), where I had arranged to use the courtesy car and stay overnight in our old house.

The original plan was to leave Wednesday the 6th, but a strong front passed through the night before with storms and resulting low clouds which lingered into Thursday morning. As I would soon discover, this front would dominate my trip and being patient was a requirement to get home. Flexible planning was also important. I took advantage of the time to go over the Sonex and plot various routes other than the original plan.

I left Clow on Thursday September 7th about 12:30 pm after waiting a day and a half for good weather. The departure was under low clouds, but as I flew west/southwest the ceiling went up. My original route took me to Vandalia, IL and then southwest past St Louis, but the weather had other ideas. I did not want my route of flight taking me over the Ozarks in western Arkansas, so whatever path I chose needed to stay on the east side of Little Rock.

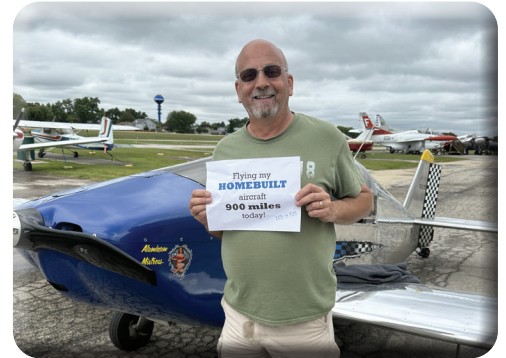
Instead of going south, I flew to Keokuk, Iowa to take advantage of the weather west of the Chicagoland area where it was much nicer. It took 1.7 hours to get to KEOK, and I was dodging a few rain shafts along the way. While the gas was cheap, the FBO guy was useless - more interested in watching videos on his phone. Oh well.

Next up was Rolla, MO to gas and go, making sure I had enough to get past the Mark Twain National Forest. Flying over that forest was the only area where I looked down and thought I would be in trouble if the engine died. At one point I was at 5500' with a ground speed over 160 MPH. Another uneventful 1.3 hours and the FBO in Rolla (KVIH) was awesome. I did another gas and go, and decided to stop at Walnut Ridge, Arkansas (KARG) for the night. KARG was on my original route. I had done my homework - and it paid off. I was able to tuck the Sonex in an old hangar and get a courtesy car for the night. KARG is an old WWII base that was interesting to see.

The hotel was just up US Route 67 in Pochontas, and ironically my wife and I had passed through both towns the week before on our drive down. Dinner was delicious at a local restaurant recommended by the hotel staff. I awoke the next morning to a text from my friend Tony, who flies the big aluminum tubes, telling me there was a line of storms headed my way. And indeed, there was - it was more of a huge blob, followed by a line that redeveloped all day all the way back towards Tulsa, OK. So I sat in the FBO and waited it out.

Eventually I figured I should get the Sonex out of the hangar and preflight it - turned out not to as easy as that. The hangar doors were very old and one had jammed - so basically half the hangar was open and half was shut. The airport staff was able to get the door open far enough that, with some creative thinking, I got the Sonex out by pivoting it.

Eventually the line of cells began to slide south, so I decided to get lunch using the courtesy car again, then head further south to be ready to push to T25 when the weather permitted. After lunch, I flew 0.9 hours to 4M3, Carlisle, Arkansas and again had to wait in the FBO. It became very apparent that the rest of the day, those cells would block my route to T25, so I again used the courtesy car and found a hotel. To my delight, I also found a local restaurant named "The Grumpy Rabbit" with delicious meatloaf at a really fair price.



461 HAPPENINGS @ CLOW

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.

HANGER 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!

YOUNG EAGLES:

We fly Young Eagles (kids ages 8 thru 17) on the 2nd Saturday of each month - April thru October - weather permitting. Starting at 9am and running till about noon.

CHOW @ CLOW

Join us Sunday evenings at 5pm for Food, Fellowship and maybe some Flying at the 461 hanger. Bring your own food as we hang out and wind-down the week!

THE BREAKFAST CLUB @ CHARLIES

Come out to Charlies on Saturday mornings at 7am and have breakfast with 461 members. Some of these characters can even tell you about the other Breakfast Club they were apart of back in high school.

This morning, I plotted my route to T25 with a stop planned for gas at Mount Pleasant Regional Airport (KOSA) in Texas. That would have left me with a 30 minute flight to T25. Once again, my plans were foiled by weather - en route, KOSA had gone IFR and did not look good for my time of arrival. So, I decided to stop at Hope Municipal Airport (M18) even though I knew the fuel prices were higher than I liked. I did not want to get low on fuel and run into weather. Hope Municipal was deserted and definitely off the beaten path - looked like another old WWII base that survived and changed over the years. I landed on runway 04, and at first I thought I had landed on a closed runway since whatever marking there were had basically vanished.

After fueling up, I checked the weather and found that VFR conditions were prevalent ahead of me - awesome! I was 1.1 hours from home!! I departed M18 and headed southwest again, transitioning the Texarkana Class D en route - the first time I had spoken to ATC the entire trip. (I actually was above their airspace, but decided to call them anyhow in case anything happened as I passed over)

Visibility dropped a bit as I passed Texarkana, but was still well above VFR minimums - the miles ticked by as I started thinking through finding the airpark for the first time. A friend here had coached me through the process and what to expect on the runway (thanks Mark!) - the runway here is sod over old asphalt and is a bit different. Slope at one end, trees at the other and right traffic for Runway 9. No problem.

As I neared the airpark, I had a bit of trouble finding it - but by staying right on course, it was right on the nose as I approached. I overflew from the north to a right-hand downwind for runway 9 (the one where we land slightly downhill) and set up to land. It was great finish to a challenging trip, but seeing my wife and neighbors out waving to me was awesome.

I built my Sonex from 2011 to 2015 and this was the first real adventure I had been on - she performed flawlessly. It was fingertip flying the entire trip, even when it got a little bumpy. With a 16 gallon tank, a Jabiru 3300 with a Bing carburetor that burns about 6 gallons per hour I planned 90 minute legs (or less) and just factored it into part of the adventure. (Yes, I could tune the Bing to burn less fuel - but it runs perfectly and I am not changing a thing!) My fun, sporty Sonex just took me from Chicagoland to east of Dallas - and I am really happy with the airplane, the decision making, and the adventure I just had!

A huge shout out to my friends Michael Farley and Tony for backing me up on weather, planning, and just being there when I wanted to chat.



YOUNG EAGLES

NEWS!



EAA Chapter 579 in Aurora, Illinois, which has been one of the most active chapters over three decades of the Young Eagles program, reached a remarkable milestone on September 23 when it surpassed 20,000 Young Eagles flown. It is believed to be the first EAA chapter to reach that total.

Tim Dahnke and Chris Gauger from EAA headquarters were at the September 23 flight rally. Tim and Chris also presented Chapter 579 and its president, Mike Baer, with a banner and plaque commemorating the achievement.

“I want to thank the hundreds of volunteers who over the past 30 years helped EAA Chapter 579 reach our historic milestone of 20,000 Young Eagles flown,” Baer said. “A big thanks to the 41 chapter volunteers here today, along with our friends at REVV Aviation, the staff in the Aurora tower, and our guests from EAA HQ who helped share the magic of flight with 152 very happy Young Eagles their families.”

Chapter 579 was one of the first EAA chapters to host a flight rally after Young Eagles was founded in 1992. It has hosted regular flight rallies ever since.



Girls in Aviation Day!

by Mary Elizabeth

As my 3rd day at Women in Aviation’s yearly event, Girls in Aviation Day, I can definitely say that this was the best one yet. With each year having so many events to choose from, the diversity of activities makes it more fun to attend.



Starting off the day strong, we had photos in beautiful aircraft, learned how to rivet, and introductions with this year's board of women. The planes and aircraft that people bring into the Lake in the Hills airport (3CK) for us to take pictures with and enjoy is absolutely amazing to see, truly showcasing and demonstrating the attention to small details and the dedication that goes into

this event.

The “riveting” session about riveting was definitely a large learning experience of the day. Using push rivets, we assembled a small metal airplane, went through the process of using clecos, deburred the holes, and finally riveted the pieces together. Being able to learn how to use push rivets and the correct procedure for push rivets is such a great experience to have and a possibly useful skill in the future. (Just ask **Rick Ernst** !)



The last event before lunch was the introduction to our board of women in the aviation industry. The lineup this year was wide and very educated, with the lineup being a USAF Drone Pilot, a commercial pilot, an aircraft mechanic, an ATC controller, a charter pilot, and an airport manager. All of them were so educated, and so helpful and willing to answer any questions the girls had.



After an amazing lunch getting to know my fellow female aviators, we headed off to the highlight of the day: the hot air balloon! After learning about the controls and the simple aerodynamics of the hot air balloon, it was time for the main event. After selecting me and one other volunteer to hold the ropes of the balloon, the ground crew started the fan, and the balloon was filling up fast. As the rest of the girls

Continued

ONE PILOT, 10,000 YOUNG EAGLES

Fred Stadler, a longtime EAA volunteer both year-round and at EAA AirVenture Oshkosh, has become the first individual to fly 10,000 kids free of charge as part of our Young Eagles program. Stadler, EAA 37882, who began flying young people as part of the program in 2000, reached the milestone on August 26 with a flight at the EAA Aviation Museum's Pioneer Airport.

"Fred's remarkable accomplishment is indicative of the dedication of our Young Eagles volunteers to make a difference and build the future of flight," said Jack J. Pelton, EAA CEO and Chairman of the Board. "There are so many young pilots today who got their start when an EAA-member pilot provided that first flight, igniting a spark that became a career for many. Fred and all those EAA members have earned our congratulations and sincere thanks for their efforts, along with a call for other aviators to join us in flying Young Eagles."

Many of Stadler's Young Eagles flights came as a volunteer pilot at the EAA Aviation Museum's Pioneer Airport, a seasonal operation that re-creates the feel of a 1930s airfield. Young visitors can receive a free Young Eagles flight (with parental permission) when they visit the museum during the Pioneer Airport season.

Stadler and his late wife, Carol, received EAA's Henry Kimberly Spirit of Leadership Award in 2006 for their volunteer efforts by Oshkosh-area residents.



finished filing into the balloon, me and my fellow volunteer followed suit, and we were in. After the awe wore off, we all took fun photos and talked about some of the ropes and their functions. Around five minutes later, it was our cue to exit, and so after a cartwheel was done in the balloon, I was ready to follow my group onto our next activity.

Next up was one of the more silly activities of the day, but one of the more bonding activities with my group. Making balsa wood planes was something I



can say I have done before, but never with a rubber band propeller. Therefore, before we started, we had a short explanation of the thrust our propellers will cause. After our airplanes were assembled, we had some test runs of our planes and a contest to see who went the farthest, in which

I might have hit the camera woman, losing my chance to fly my plane the farthest.

As the last activity of the day, doing the preflight of a Piper Warrior was beneficial to not just general knowledge of an airplane, but also being able to know the rights and wrongs of how it works. We got an inside and outside tour of the plane, getting a short overview of just how all of the complex pieces work in tandem to keep the airplane flying.

After all activities had been done for the day, the final conclusions were made, and we were dismissed, thus ending the 2023 Girls in Aviation Day. However, though the event is over, the knowledge and experience gained there will not leave me for years to come.

Ray Aviation Scholar Update!

by Dante Gentile

This has been a slow month for flying but along the way, I have hit some big milestones in my flight training. Earlier this month on Labor Day I completed my first solo flight. And on Sunday, September 24, I did another solo flight. Now with me completing my 2nd solo flight, I am allowed to fly whenever I want, as long as the weather is good my flight instructor doesn't have to be there, and I can go flying. I already have a bunch of flights scheduled in early October so I can get flying more often.



EAA's HUEY, VIETNAM CREW REUNITED

On Wednesday, members of the 121st AVN Association were at the EAA Aviation Museum as part of its annual reunion. This national veterans group consists of former members of the 121st Assault Helicopter Company, the 93rd Transportation Company, the 121st Aviation Company, the 80th Transportation Detachment, and other attached and supporting units from the Vietnam War.

At the museum, the approximately 40 veterans reunited with the Huey helicopter on display in the museum's Eagle Hangar, an aircraft that was flown by the group during the Huey's three tours in Vietnam. The group also had its Wednesday dinner in the Eagle Hangar near the aircraft.

The connection began last year when EAA's Chris Henry spoke about the Huey display at the association's reunion in Georgia. The group then voted to come to Oshkosh in 2023 to reunite with the aircraft, which many of the veterans had not seen since the Vietnam War.

Along with plenty of photos taken and stories shared, the group also provided information and artifacts that help raise the authenticity of the Huey display. It was our honor to host this group and bring it together with its Huey, dubbed The Good Widow Mrs. Jones.



Ray Aviation Scholarship Program Reaches 400 Pilots



The EAA Ray Aviation Scholarship program continues to make a difference for young people pursuing aviation dreams, as 400 scholarship recipients have now completed flight training.

The scholarship program is funded by the Ray Foundation, managed by EAA, and administered through the EAA chapter network. Through the program, EAA is able to provide deserving youths up to \$11,000 to help cover flight training expenses. EAA received \$1.8 million from the Ray Foundation for 2023.

Since the program's introduction in 2019, more than 730 scholarships have been provided to young people with a passion for aviation. The current pilot certificate completion rate for Ray scholars is 81 percent, with approximately 240 more scholars currently in-flight training.

"Many aspiring pilots fall short of their goal due to the cost of flight training, so EAA working with the Ray Foundation helps relieve some of the financial pressure and make the goal of becoming a pilot even more accessible for future generations," said Rick Larsen, EAA's vice president of communities and member programming. "The high completion rate of our scholars demonstrates how this program has a direct impact on growing the aviation community."

There are EAA chapter and scholar eligibility requirements for the Ray Aviation Scholarship that indicate a commitment to success. Once a chapter is approved for the program, it nominates the chosen scholar for EAA's final review. Many chapters are granted the full \$11,000 for their selected scholar, but some chapters have committed 25 percent of the award to secure their slot in the program. All EAA and divisional chapters in the United States and Canada are eligible for a grant up to \$11,000.

The Lightspeed Aviation Foundation and EAA award a Zulu 3 headset to each scholar after they complete a solo flight or, if they soloed pre-scholarship, after passing the written exam. This recognizes the scholar as they progress and ultimately complete flight training.

More information on the EAA Ray Aviation Scholarship program can be found at EAA.org/RayScholarship.