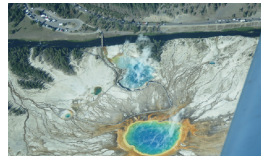




AN AIRPORT COMMUNITY!
OUR COMMUNITY IS A "CAMPUS"



WHAT HANGAR NIGHT MEANS
EVEN A DPE HAS PRESENTED!



FROM THE LEFT SEAT
WE CELEBRATE OUR PASSION FOR AVIATION!



OSHKOSH 2023
"GRATITUDE"



From the Left Seat

Greetings Chapter 461! I am still suffering from Oshkosh withdrawal, so I will start this off by saying there are only eleven months left until AirVenture 2024 and Robbie's AirVenture Today articles. 😊

About a week after returning from Oshkosh, I decided to put my airplane to good use. Specifically, I headed to Wyoming and checked off a bucket list item: touring Yellowstone National Park by air! I will share more about the adventure at a later date, but for now I put this out to all of you: The first Chapter 461 member (unless your initials are Robbie Culver) to respond with the correct name of the multi-colored phenomenon just

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



ahead of Melody's wing in this article's accompanying photo will be entitled to a cup of coffee or tea at Charlie's, my treat. On to business...



Thanks to Christina, Al, and our Young Eagles volunteers (you too, Robbie) for hosting another excellent Young Eagles rally on August 12. The weather got off to an iffy start, but that did not stop us from flying at least 42 kids once Mother Nature decided to cooperate!

As I noted last month, Robbie and Brenda Culver will be moving very soon, and Jeff Krasowski is now in Tennessee. Christina Ogan has been appointed to serve as our treasurer, and we are still looking for a volunteer to take on the role of Newsletter Editor. If interested, please let me or another officer know so we can coordinate.

The departures of Robbie and Jeff require us to elect two new members to the Board of Defectors Directors, and several chapter members have expressed an interest in vying for a seat. With that in mind, we will vote to fill Robbie's seat during October's monthly chapter meeting (October 5, 2023), and we will vote to fill Jeff's seat at the November monthly chapter meeting (November 2, 2023).

If you have not yet figured it out, I am going to miss Robbie. His influence around 461 is hard to ignore (believe me, I have tried), With his departure, we also needed another victim voluntold volunteer to serve as our hangar's Facility Manager. Being as the job is too big for a mere mortal with a given name other than

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.

“Robbie,” the Board of Directors decided to form a Facility Management Committee consisting of three members, each of whom must be a hangar tenant. Rick Ernst, Tony Sabos, and John Tatro have graciously stepped up (honestly, the steps were far from graceful, but remember: they are trying to fill Robbie’s gunboat-sized shoes!) to serve. Thanks gentleman!

Speaking of the hangar - if you have not done so recently, please come out and visit the lounge. Over the past few weeks, Oz Kalan installed cabinets, a counter top, and a television. We still have some tasks to complete (half-wall removal, simulator setup, additional decoration), but the space is usable, comfortable (when the temperature is well below 100F outside, anyway), and really taking shape! Thanks Oz! (Robbie, I wish you were going to be around to enjoy it with us. You may be strange, but you had better not be a stranger!)

And last but not least, as I reported last month: my RV-14A project remains on a temporary hold due to problems with laser cut parts (to his great credit, Robbie had nothing to do with it). For those of you building, or thinking of building, a Vans Aircraft kit, the following items are highly recommended reading:

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

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

At this point, I am confident Vans will sort the issue out so those of us affected may get on with our builds. The hard part is the wait. In the meantime, T25 (where Robbie and Brenda are headed) is a mere 675 nm (about 6 hours and a fuel stop) southwest of 1C5,

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

VFRs

Ray Aviation Scholar Update

Dante Gentile

I am happy to report that I am so close to soloing! Maybe in the next two or three lessons that are coming up, my CFI might give the approval to solo. I am also done with ground training until I achieve solo. I have 18 hours of flying logged to date and 23 hours of ground school. *(Editor’s note - ask Dante about a late breaking experience during one of his training flights!)*

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.

Oshkosh 2023

Robbie Culver

“I’ve learned more about people through my association with aviation than I ever did about airplanes.”

— Paul Poberezny, founder of the Experimental Aircraft Association

It will not surprise many of you that know me to say that I enjoyed Oshkosh this year. What may surprise is why. (You can click on **this underlined text** to read more) Or click **here**. Or **here**. (Any underlined **bold** text in this article has a link)

I first went to Oshkosh because of the airplanes, probably in 1974 or earlier. Like many of us, I return because of the people. I have made life-long friends because of aviation, and that includes you. As Brenda and I are in the midst of the chaos of moving to an airpark in rural Texas, we will truly miss EAA 461 and all its personalities. But as we have been saying, it is our next big adventure (we have had a few, believe me!). It will have challenges - but they will be new challenges!

What made Oshkosh truly special this year was a couple of things. First, **Camp CupCrafters**. Before AirVenture, I was assigned by Hal Bryan, my “boss” for the event (Boss - ha! We are kindred spirits!) to go see Camp CubCrafters and write about it. Darn, do I have to go see it and fly a demo ride in a Carbon Cub? If I must...

Camp CubCrafters is hosted at **a grass strip** located *just* outside the north edge of the KOSH Class D airspace. Gallinger Airport is listed as having a runway 9/27 - but we found it actually had 18/36. Runway 9/27 is more of a taxiway, but for a Carbon Cub it works as a runway also. There is a garbage dump towering on the west side of the airport and to the north is a prison. Interesting dynamics. Add to that a healthy deer population and you get a really dynamic setting for flight operations.

I had no idea the airport was even there, much less that they flew demo rides during Oshkosh. After Hal assigned me the story, I called the contact, Demi Barber of CubCrafters. She gave me the basics and we agreed to meet during Oshkosh so she could show me the airport and explain what they do, and how the event began.

I met with Demi on the Sunday before the show began, intending to record a story about Camp CubCrafters. What I heard was so much more - a story I hope to share with everyone one day. It was

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!

unexpected and powerful in many ways. Demi learned to fly from Sean Tucker (!!) in his Piper Cub. She was also there on the morning of October 2, 2019, when the B-17 *Nine-O-Nine* (N93012) crashed. She was a team member of the ground crew, and among the first to arrive at the scene. Let that sink in for a moment.

She scheduled Brenda and I for demo rides on Monday evening - the flights were a very special experience, and while we will not be buying a Carbon Cub, I was very impressed at the performance.

Second, and this was the unexpected part, was a request from a chapter member. Amy Reeb asked me if I could take photos for her and M.E. on Thursday July 27th around 7 am, before the crowd arrived. *Take photos? At Oshkosh? Oh Amy...do I have to?*

Some of you may have figured out by now I like to take photos. Shocking, I know. Doing so for great friends in a setting like Oshkosh, well...! *Okay, but only this once...*

I will say, as background to this, that Thursday was a tad bit warm. Even at 7 am, when we met out on the Flight Line, it was toasty. Ok, maybe even hot. Possibly humid. Perhaps a bit stifling.

In spite of the weather conditions being conducive to staying in my air conditioned office at *AirVenture Today*, and storm damage littering parts of the grounds from the night before, I managed to scurry in and find Amy and M.E. in the **Vintage area**. We spent a good 30 or more minutes taking photos. With no one else around, we had the place basically to ourselves, and made the **most** of it.

Starting in front of Mister Mulligan, then out farther towards the flightline, and ending with some free dancing by M.E. across the grass, I followed her around and just let her enjoy the moment. I know she had a hectic summer, and I was just enjoying capturing the moment while Amy watched. **It truly was special.** (*Editor's note - you should click on that last link there, just sayin'*)

My favorite moments were by "**Miss Virginia**" - a highly polished DC-3 lovingly restored to perfection. M.E. posed a couple of times, then just let loose and **did her thing** as I aimed the camera and pressed the shutter. The results speak for themselves. I could not be happier, and I am my own worst critic when it comes to photography (and writing).

As we finished at "**Miss Virginia**" and headed back towards Vintage, M.E. ran ahead of me, **dancing, skipping, and leaping** in the morning air as aircraft departed behind us. I cannot put

Chapter Leadership

President & Web Editor:

Chad E. Carlson

Vice President: Al Bally

Treasurer: Brenda Culver

Secretary: Alexander Falco

Sonnenberg

Ray Scholarship Coordinator
and Young Eagles

Coordinator:

Dina Romanova

Membership and Social Media

Goddess:

Amy Reeb

Newsletter Editor:

Robbie Culver

Email address

contactus@eaa461.org



CONTACT INFORMATION

Mailing address:

118 S. Clow International
Parkway, Bolingbrook, IL
60490

<http://bbclowairport.com>

Email address

contactus@eaa461.org

into words the feelings I had at that moment. We had just lost our good friend Jon. Oshkosh was winding down in a record year. It was going to be scorching hot that day. And Brenda and I are moving away, leaving friends and family behind. Lots of emotion.



And here was a young lady we have come to know and admire, dancing her way across the soft grass at the world's largest aviation event in a moment of pure and untouched joy. I felt lucky to be there. I felt even luckier to be the one they *asked* to be there!

Some of you have read my article in *AirVenture Today* about how I felt this year. For those of you that have not, please do. It is an article that speaks from my heart about our young folks. I would be honored if you read it. *See you on the Flight Line...*

<https://inspire.eaa.org/2023/07/30/see-you-on-the-flightline/>

An Airport Community

Robbie Culver

I had finished writing this, and then our friends threw a Chow at Clow farewell party for Brenda and I. It made me re-write this entire article. Thank you, my friends. Thank you!

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](#)

Bolingbrook's Clow International Airport (1C5) is unique. We have no fences, we have a very active flight school in JW Aviation, Charlie's restaurant on the field, the fantastic Illinois Aviation Museum - IAM, an incredible restoration facility in Midwest Aéronautique (a.k.a "The Annex"), and we have EAA 461.

For those of you reading this, it may not occur to you how special this makes Clow. I was a member of chapters in Wisconsin, Illinois, Virginia, and California before returning to Illinois after 4 1/2 years in the US Navy. This is our fourth chapter in Illinois - Chapter 414 in Waukegan, Vintage 26 in Naperville, plus Racine, WI Chapter 838. I am a current member of Chapter 579 in Aurora, and obviously in Chapter 461. (I am not sure but thought I joined chapter 555 in New Mexico also) We just joined Chapter 972 in Texas. Every chapter is different. My friends, Chapter 461 is part of something special. (So is Chapter 972!!)

And it is this unique community that I want to write about this month. It is something we should all be proud of, and treasure - because it takes a lot of hard work to keep a community together. And none of us should take it for granted.

"The Annex" is a hidden gem, and I wish we had more time to hang out, watch the craftsmanship, and chat with our good friends. I feel like we have known you for much longer than we have. The world's only flying Howard DGA-11 is there. (There were only 4 built. Ever. The last one flying is at Clow.)

Chow at Clow is something Brenda and I started after we saw Bob and Dee Moore having fun in their hangar every Sunday evening with their friends. They invited us over and we knew it was a tradition we had to carry on. (*More on this later...*)

Hangar 3 is something many chapters would long for, and the fact that we have run out of space for projects and airplanes is a great problem to have! Keep building! Just please unlatch the door before you open it, 'kay?

None of this would be possible without the incredible efforts of our airport manager, Joe DePaulo, and his staff. Joe's work with the village of Bolingbrook and those of us who own and operate aircraft at Clow is the key reason why the airport is so strong and successful. The airport would likely be long-gone if it were not for Joe. Thank you Joe! Joe likes to call our community a "campus" - a term that fits quite well for so many reasons.

IAM is a key focus of many of our visitors, and draws people from all over to the airport. The outdoor exhibits bring people from our

Fly In Calendar

12th Annual Brookeridge
Fly-In or Drive-in and
Rusty Pilot Seminar

Sat, Sep 9, 2023 10:00
AM - 3:00 PM

Address: 760 86th Street
Downers Grove IL 60516

Breakfast Fly in Sat, Aug
26, 2023 7:00 AM - 10:00
AM

Address: 24751 US 6
Nappanee IN 46550

Joliet Airport Festival

Fly-In Lunch-EAA
Chapter 16

Sun, Aug 27, 2023 11:00
AM - 2:00 PM

Address: 14449 E. 1100th
Ave. Effingham IL 62401

Sun, Sep 10, 2023 Joliet
Airport Festival
8:00 AM - 3:00 PM

Address: 4000 W.
Jefferson Street Joliet IL
60435

Pancake breakfast from
8:00 A.M. to 11:00 A.M.
(nominal fee)

Wittman Airport Fly-In
Breakfast Airport Expo

Sat, Sep 16, 2023 7:30 AM
- 11:00 AM

Address: 525 W 20th Ave
Oshkosh WI 54902

fantastic local eatery - Charlie's. The symbiotic relationship of all these elements is key to our mutual success.

Communities of any kind comprise many different personalities and Clow is no exception. We all come from different backgrounds with different experiences. It is aviation that brings us together. And we should all work hard to stay together. There are forces outside Clow that would love to see us go away. This is why our involvement with the people of Bolingbrook and surrounding areas is so critical to our long-term success.

On any given day, a visitor can find open hangars and learn about aircraft building or history, see military and vintage aircraft, observe general aviation and airport operations, and more. Much of this starts with a stroll down the taxiway.

Kids are often offered a chance to sit in an aircraft, and on some Saturday's go for a free flight. All of this builds trust and engages those who may otherwise leave with a different impression.

If you visit other local airports, I defy you to find one with such a diverse and open community with no fences and few obstructions to seeing and learning about how the airport works. We have hosted Scout troops working on merit badges, Girl Scouts who worked on a project, and we have engaged the local community during Cavalcade and Haunted Hangar.

Closed hangars and isolated groups are the norm at other airports, and gates with key codes allow few access through tall fences. At Clow, families visit regularly and engage with all of us as we work on our aircraft, prepare for flight, or return from a mission (even the proverbial \$100 burger run). We have sat more kids in the Sonex and Champ than we can count.

Seeing the smiles on their faces, and the light in their eyes as they watch aviation in person is enough to inspire us all to dig in and work hard every time we feel tired and sore after an event.

Hangar Night began as a build project we truly were not prepared for, but turned into a youth (and adult) education process that I hope inspired and educated our attendees. If nothing else it sure was a lot of fun! Please keep it going!! (I plan to in Texas!)

After the July chapter meeting, an adult approached us as we chatted on the ramp. He shared with us a memory of a flight where I took his son up for a flight to experience the Champ, just before Hangar Night. Having him tell us that truly made my evening. It is those experiences that can have lasting impacts.

Covington Aircraft Donates Pratt & Whitney R-985 Engines for EAA's Ford Tri-Motor

Covington Aircraft of Okmulgee, Oklahoma, just celebrated 50 years in business overhauling Pratt & Whitney R-985s, R-1340s, and PT6As.

Covington has a message for the aviation community: "While the rest of the world seems intent on growth through mergers, Covington Aircraft Engines remains true to the power of one: you. We are one family. Servicing engines from one manufacturer. With one guiding commitment. And by providing uncompromising service with core values first established by the Abbott family, we've built Covington Aircraft Engines over the last 50 years, one customer — and one engine — at a time."

Covington has donated three new R-985 Wasp Junior nine-cylinder 450-hp supercharged air-cooled engines for EAA's Ford Tri-Motor 4-AT-E. The first engine arrived in mid-July, with the remaining engines to arrive at the end of the year and in early spring 2024.

Click [here](#) for more information.

Now back to Chow at Clow. On a very special evening, Sunday, August 13th, Amy Reeb turned to me and asked if I had reflected on what it had grown into. I have. I really have.

And I will reflect on it as long as I live.



No wonder she has fingerprints all over her...

I reflected on the fact that 32 of our close friends (plus one awesome dog) took time from their busy schedules to come to the hangar on a Sunday evening and share in the fellowship of flight. What began as a few friends hanging out, eating, and flying on Sunday evenings has grown.

Yes, Amy, I have reflected on it. I am amazed and humbled and proud. Thank you for that very touching send-off! We will miss all of you terribly. More than I can ever say.

As Brenda and I prepare to move to a new airport community, I would share several thoughts with all of you.

Clow is a like-minded community regardless of what we fly or why we fly. The airport is, for *most* of us, our happy place. Let's all try to remember that. We all just lost a very good friend - it's a terrible reminder of how short and precious life is, and what a waste it is if we do not treasure every moment.

I will miss Jon Couch terribly, and I am not afraid to say that. Jon told John Ogan that "*Clow has soul.*" He was right, too. Clow has soul.

If you see someone walking the ramp at Clow, take a moment to engage with them. You never know what the impact of that experience may be. More than one chapter member discovered EAA 461 from exactly this - a chance meeting. And finally, keep soaring and do your impeccable best! (*Miss you too Joey!*)

EAA AirVenture Oshkosh 2023 Facts and Figures

This year's annual convention turned out to be another record-setting year.

"There was so much going on during the week that encompassed the entire world of flight, from the presence of the U.S. Air Force Training Command and NASA, to magnificent aircraft restorations and exciting new flying technology," said EAA Chairman and CEO Jack J. Pelton. "Oshkosh was again the place that brought the aviation world together."

This year's attendance was approximately 677,000, up from the previous record of 650,000 last year. But attendance numbers weren't the only record.

"We had record-setting totals of campers, exhibitors, volunteers, and more," said Jack. "It was also a challenging year at times with weather, logistics, and other factors, which makes me even more proud of the efforts by our volunteers and staff to organize an outstanding event."

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



*I am so proud of our yoots!! And thank you for the sign!
We will treasure it, along with the cards and gifts.*

You'll see us back at Clow when we come back for our big cross-country adventures. (For those of you still learning, plot the course from 1C5 to T25) We will be doing that separately, me in the *Aluminum Mistress* first, then Brenda in *Charlotte the Champ*. We are both excited about what lays ahead, but also mindful of what we leave behind. Come visit us at T25, Aero Estates in Frankston, TX. We'll leave the lights on for ya.

Project Updates

Dave Gustafson

"I completed most tasks needed to start the engine for the first time. I need to fill and bleed brake lines, time the magneto and eMag, install oil, clean and check plug gaps, and do a final fuel flow test including in a tail low position. Then start it. I hope to do that this weekend, but we all know about the best made plans of mice and men.

I would appreciate any club member who is an A&P or just a builder having a look at the plane to see if they notice anything that should be corrected before engine start."

Dean Karafa

"The big milestone for the project was the installation of the wings. In advance of installing the wings the fuselage was repositioned in the hangar. The repositioning also included relocating John Tatro's Zenith wing to the shop.

With the help of several strong bodies and minds, the wings

Have Thoughts on MOSAIC? Share Them With EAA!

The FAA's release of the MOSAIC NPRM just before AirVenture led to a significant amount of positive energy throughout Convention week. The NPRM continues EAA efforts to keep aviation safe, affordable, and accessible by expanding the already successful rules of light-sport aircraft and sport pilots.

During AirVenture, EAA's advocacy staff participated in numerous meetings, forums, and other lively discussions with members, vendors, and other associations discussing the details and impacts of the proposed rule. A link to the NPRM, as well as additional information and an early analysis of the rule, can be found [here](#).

EAA continues to evaluate the proposal, and in doing so, would like to hear your thoughts. To do so, we have established mosaic@eaa.org and encourage you to send us your comments and suggestions on the proposed rule. Important to remember, comments and suggestions supported by well-thought-out safety justifications have the most impact and best chance of influencing changes to proposed rules. Well before the October 23, 2023, closing of the NPRM comment period, EAA will provide further in-depth analysis along with suggested guidance on key themes to help members draft comments in response to the NPRM.

actually went in quickly. The eight bolts on each side have been torqued up. Now comes a seemingly endless list of attaching this and connecting that and on and on. The fuel lines connecting the wing tanks to the fuselage tubes are in and secured.

When convenient I can fuel up to check for leaks and calibrate the fuel level gages. I am still hoping to fly this fall but when it takes in excess of 45 minutes to connect one wire or to safety wire one bolt I begin wonder about the projected first flight. Safety comes before schedule!!”

What Hangar Night Means

Robbie Culver

As we leave for Texas, I wanted to share with the chapter what Hangar Night means to some of our members. I am writing this because we need your help to make this incredible event a continuing success. Read the thoughts below and consider how you can assist!

From Oz:

I stumbled across EAA 461 at Cavalcade 2022 with my wife Maria our first summer in Bolingbrook after moving over 100 miles in October of 2021....I found out about Hangar Night. I eventually got the courage to go one Thursday evening. Robbie was presenting that night. As a complete newbie I felt welcomed, heard, encouraged to participate, and ask questions.

Slowly as time went on, I got closer to the members of 461 on a first-name basis, eventually joining as a member. I am not a pilot (YET), but in the mean time I am a software engineer with a lot of time on my hands and many other skills. So I reached out that I would like to help out more in ways that align with my skills/ talents.

In my mind, it's the least I can do since two awesome members (Chad and Robbie) took me flying to help me overcome my horrible nightmare of a discovery flight that nearly ended my dreams of flying all together. In the time since, I shared many laughs, intellectual debates on aviation, and vast insight into the world of GA.

I can also say I helped put wings on an RV14! How cool is that!? Even more so, it was to help out a former NASA engineer who is very down to earth....(Pun intended). Chapter 461 has given me a sense of community, friends, and an extended family in many

NASA Works to Restore Supersonic Passenger Flight

Concorde made its last commercial flight on October 24, 2003, flying twice the speed of sound from New York to London in about 3.5 hours. Nearly 20 years later, no commercial airline passenger has flown at supersonic speed since.

But NASA's Quesst mission is hoping to change that. The program has the goal of using the X-59 research aircraft to collect data from communities in the United States that will help define sound limits for quiet supersonic flight over land.

Peter Coen, mission integration manager for the Quesst mission, said NASA plans to collect accepted data that supports the international effort to develop an en route noise standard that is quiet enough not to disturb people on the ground. Using this data, new sound-based rules regarding supersonic flight over land can be written and adopted, Peter said, which would open the doors to new commercial cargo and passenger markets and provide faster-than-sound air travel.

The X-59, which has technology that reduces the loudness of a sonic boom to a thump to people on the ground, was moved from its construction site to the flightline at Lockheed Martin Skunk Works on June 19, 2023. Next, the team will conduct ground tests to ensure the aircraft is safe to fly. Read more [here](#).

ways. I am truly grateful for all the opportunities.

From John Ogan:

Aviation Knowledge is as boundless as the sky. As a student pilot in training, there is much to learn and apply. I have been incredibly fortunate to have been able to gain practical knowledge from EAA 461's chapter of experienced pilots.

One of our pilots, Robbie Culver, has been the leader in organizing weekly Hangar Night meetings where pilots and aviation enthusiasts gather to present and discuss on a variety of aviation topics. Robbie is an instrument rated pilot, veteran, and homebuilder.



At Hangar Night events, he has shared his knowledge, passion, and remarkable teaching abilities. His dedication to the program has allowed me to jumpstart my flight training and take to the cockpit with increased confidence.

How to plan a cross-country flight using a classic E6B? Check. Filing a flight plan and obtaining the latest weather briefing? Check. How to avoid being “that pilot” when communicating with ATC? Check.

Robbie isn't the only one leading our group on Hangar Nights. Through his leadership, others such as airline pilots, air traffic controllers and even a DPE have presented and shared their experiences. As the first person in my family to take an interest in aviation, I cannot express how much of an advantage it is to be able to learn from others who have dedicated their careers to the evolution of this incredible revolution of transportation.

Being able to hear these personal stories and descriptions of how general aviation functions in my local area and across the country

Replica Mercury and Gemini Space Capsules at KidVenture



Some people build replica aircraft. Matt Hissem, EAA 842921, builds replica space capsules. If you are an AirVenture regular, you may have seen a DeLorean driving the campground that looks like it came from the Back to the Future movie series. That is because Matt built it to look that way. But as with all stories, that's not the really cool part.

Matt grew up inspired by the NASA space programs, watched a space shuttle launch at Kennedy Space Center, and attended Space Camp at the age of 15. Hissem described Space Camp as “Completely awesome! Best time of my life there!” That, “more than Disney World,” led him to watch documentaries and learn about what he saw at the space center. His parents Bill and Debbie clearly fed these dreams, and it shows (Bill and Debbie help out at KidVenture and Bill described it as “a family affair.”) During EAA AirVenture Oshkosh, Matt displays his two hand-built replica spacecraft. Inspiring the next generation of kids, hands on.

Read more [here](#).

has equipped me with unique understandings of real-world situations professionals encounter in the aviation industry.

Robbie has achieved and continues to uphold the core values of EAA, which is to grow participation in aviation. He serves his community by nurturing an interest in aviation. He this in tandem with the demand of a career, family obligations, and life.

What does Hangar Night mean to me? It means I have been able to approach my aviation training with practical knowledge and insight that not all new student pilots have. It means I have shared in countless personal stories and adventures of others in the aviation community. Above all, Hangar Night means that I have made a life-long aviation mentor.

Blue skies, Robbie! I know I'll always have a friend in the Lone Star state.

From Dante Gentile:

I have to give thanks to everyone who has led any hangar nights because they really helped me get a jump start on flight training. They have helped me so much with navigation, communication, and even airplane systems and how planes fly.

Without these hangar nights I wouldn't be where I am today in my training. Even pilots who have been flying for a long time also learn some new things by attending. If you are interested in aviation I highly suggest going to hangar night!

Jon Couch Memorial Bricks

EAA 461

Chapter member Jon Couch was taken from us by a drunk driver on July 22nd, 2023. A GoFundMe link has been set up to purchase three memorial bricks to honor our friend. Please consider donating. One brick will be at the brown arch in Oshkosh, one will be at the Aurora airport where Jon had a hangar, a Cessna 150 "Pokey" and was active with EAA Chapter 579, and another brick will be at Clow. Remaining funds will be donated to the Young Eagles fund at 579 per his families wishes.

Blue skies Jon. You will be missed. Badly.

https://www.gofundme.com/f/jon-couch-memorial-bricks?utm_campaign=p_cp+share-sheet&utm_medium=copy_link_all&utm_source=customer

EAA Files Comments to Destroyed and Scrapped Aircraft Policy

This week, EAA filed comments to a new FAA advisory circular (AC) entitled "Destroyed and Scrapped Aircraft." The AC makes heavy reference to FAA Order 8900.19, which shares the same name and was issued without the opportunity for public comment in 2018.

The order and AC discuss how an aircraft is determined to be destroyed and scrapped. Aircraft declared as such cannot be rebuilt, per 14 CFR 45.13 and 47.41. Order 8900.19 defines a "destroyed" aircraft as one having no repairable "primary structures" and a "scrapped" aircraft as one that "has been discarded and disposed of in a manner that it cannot be repaired to an airworthy condition." On its face, this is a reasonable interpretation of the rule that would allow all but the most severely damaged aircraft to return to service with the proper repairs.

As with any FAA policy, EAA aims to ensure consistent, reasonable application in the field. While we are not aware of significant problems in the use of this policy in the past five years, EAA's comments to the AC urge the greatest flexibility possible, including the expanded use of designees in determining a damaged or disposed aircraft's status and developing a plan for return to service. Read more [here](#).