

EAA 461

Newsletter

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From the left seat

Howdy 461!

As luck would have it, Punxatawney Phil saw his shadow on February 2 and thereby predicted an additional six weeks of winter. Based on the weather endured since his prediction, suffice it to say I am not happy with Phil. (How about you?)



I am happy, however, to report that my airplane project has begun to move forward rapidly, and as Mike put it: “The light at the end of the tunnel is looking much bigger.” As an added bonus, we’re both reasonably certain the light is not a train. With any luck, Melody’s impromptu facelift will be complete in a couple of weeks and she’ll return to service with plenty of time for the pilot to work out any squawks he has developed prior to the start of the 2021 Young Eagles season.

Speaking of Young Eagles, it recently came to my attention that there are members of the EAA community (outside of Chapter 461) who have been quite vocal and opposed to our decision to conduct Young Eagle rallies while the COVID-19 pandemic remains at the fore. (Imagine that - a difference of opinion among a group of aviation enthusiasts. Who knew?!) I want to go on record here to make my viewpoint on the matter as clear and unambiguous as possible: I respect the views of those who possess a risk appetite that differs from ours, and I unwaveringly insist that they afford us the same level and degree of respect we give them. If they fail to do so, well, that says more about them than it does about us.

I truly appreciate the need to be concerned and take precautions (we are, and we do), but I think the “cancel culture” mentality reflected in the opposition mindset demonstrates a stunning and startling lack of vision.

We have taken measures to manage the risks responsibly, we have proven that our approach works, our local community has expressed overwhelming gratitude for our creative leadership on the matter, and - pending the ponderance of puzzling precipitation per our pal Phil’s prior postulations and prognostications - we are going to proceed as planned.

Pfft.

In other news...

Umberto and his group of young men have begun assembly of their Xenos project. It was awesome to see the Xenos project get underway! Congratulations team Xenos!

After almost no thought on the matter at all, I would like to propose a name for Rocket Man’s RV-14: “The Rotisserie Chicken” Those of you who frequent the hangar may understand. For those unable to visit, I will provide pictorial evidence to support my idea.

Aras Linktakas has graciously volunteered to help manage the Events section of <http://www.eaa461.org>. Thank you, Aras!

(How cool is it that we have an engineer who worked Apollo 11 building an airplane in our hangar, and a nuclear power engineer managing a key portion of our website?! Our collective diversity never ceases to amaze me.)

Aymee Zimmerman (a.k.a. MusicMom) is still looking for ~~victims~~ volunteers to complete a [Pilot Profile](#). Please folks - tell your story!

JW Aviation @ Clow hosts a free ground school class on Saturday mornings between 9 and 11 am. If you are interested in attending, please contact Wayne Brazinski for details. For more information, visit: <http://www.flyjwa.com>

And finally, before I save this and send it to Robbie for publication (8 days behind schedule... sorry Robbie), I would like to thank Mariano Rosales for taking the time to join us and deliver his “Close Calls” presentation during the February chapter meeting.

Situational awareness is a fundamental concept with implications for all aspects of life, both in and out of a cockpit, and Mariano did an excellent job of showing us just how important it is - for us, those around us, and those working with us - to keep our minds clear, eyes open, and heads on a swivel.

Thanks Mariano!

VFRs - I hope you have a phenomenal month!



EAA Young Eagles Workshop

EAA has announced the Young Eagles Workshop program. This is intended to provide additional aviation exposure and education for youth ages 11 to 17 and offers an excellent opportunity to bridge the gap between their Young Eagle flight and getting more involved in aviation.

The workshop is largely up to the chapter to organize and can be a one-day or multiple-day event. Your chapter leaders view this as an opportunity we should all embrace. Hosting a workshop will require a team effort, as it is up to us to schedule, plan, and execute the event.

A workshop kit is available from EAA headquarters for \$35 per ten participants, and includes “turnkey content, materials and a guidebook.” Look for EAA 461 to put a Young Eagles Workshop on the schedule for 2021.

We need a volunteer (or volunteers) to step up and take ownership of this initiative!

You can read more about this at <https://eaa.org/eaa/eaa-chapters/eaa-chapter-resources/chapter-programs-and-activities/young-eagles-and-youth-activities/eaa-young-eagles-workshops>

2021 Calendar

Young Eagles

Young Eagles coordinator Al Bally has set the dates for our 2021 Young Eagles rallies! Mark your calendars now for our monthly rallies, starting in April.

Saturday April 10th, 2021

Saturday May 8th, 2021

Saturday June 12th, 2021

Saturday July 10th, 2021

Saturday August 14th, 2021

Saturday September 11th, 2021

Saturday October 9th, 2021

Chapter Fly Out Events

AirZoo Saturday May 29th (Memorial Day Weekend)

National Museum of the Air Force June 25-26-27

EAA museum Saturday August 21st

Field of Dreams Saturday September 25th

Chapter information

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

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, restorers, 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.

Please come to our next meeting or event as our guest!

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 \$40 per year. Family memberships are available for an additional \$10 per year. Both include a twelve-month subscription to Sport Aviation magazine





AirVenture '21 COVID Updates

The latest updates about
guidelines for this year's fly-in.

Visit EAA.org/COVID

EAA AirVenture is ON!

From *EAA.org*

AirVenture 2021 dates: Monday, July 26-Sunday, August 1

<https://eaa.org/airventure>

February 4, 2021 – Coordinating the countless moving parts of EAA AirVenture Oshkosh is a challenge in the best of times, but coming back from 2020's COVID-caused cancellation raises expectations regarding health and safety measures in planning this year's event on July 26-August 1.

During the coming months, we'll keep you informed with the latest information as the situation evolves in a dedicated area of our website with a highly visible logo. An important phrase to remember is "At this time..." As the return to events begins throughout the country, plans will change in conjunction with the current state of the pandemic.

"We will be hosting AirVenture 2021, but there will be areas that will look different and areas where we'll incorporate technology to limit touchpoints as we work with local and state health officials to establish and maintain the best possible standards for public events," said Jack J. Pelton, EAA's CEO and Chairman. "Some areas may look different at Oshkosh this year, but the feeling will be the same as we gather to celebrate the world of flight."

Some of the initial decisions made for this year's event, some of which will evolve and change as the event nears, include:

Masks will be strongly recommended if you are unable to social distance (roughly 6 feet or 2 meters).

Proof of COVID vaccine will not be required to attend.

International visitation is dependent on current international travel regulations and mandates in the U.S. and individual countries of residence.

Increased physical distancing will be encouraged in all areas.

EAA is adding significant numbers of sanitizing facilities and working with industry-leading companies for continual disinfection throughout the grounds.

Theater in the Woods, forums pavilions, and other outdoor venues will operate with reduced seating capacity, with social distancing opportunities on the open grounds at that location.

There will be fewer exhibitors in each indoor exhibit building, creating more walkways and separation between exhibitors. Additional venues on the grounds are being re-purposed to accommodate indoor exhibitors that are moved this year.

Wherever possible, ventilation will be increased in tents and indoor facilities.

Several annual events where physical distancing is not possible will not be held this year, including the Monday night concert; the Young Eagles, EAA Lifetime Member, and International Visitors dinners; the Runway 5K run/walk; and large corporate events and receptions.

High-demand forums and presentations will be scheduled more than once to accommodate demand while allowing for distancing.

In addition, look for more details on new programs for low-contact procedures for admissions, camping registration, points of entry, and other high-volume areas.

"EAA is incorporating innovative ideas for our presentations and even the air shows to keep you safe in 2021 while keeping the fun factor high," Pelton said. "We appreciate your understanding that these plans will evolve in the coming months.

We expect changes as we gear up for Opening Day, so our goal is to bring you any new information regularly as soon as we confirm it. We also understand that the ultimate decision to join us is always yours, based on your personal situation and comfort level."



Member Project Updates

Tony Sabos

What you are building? Vans RV7

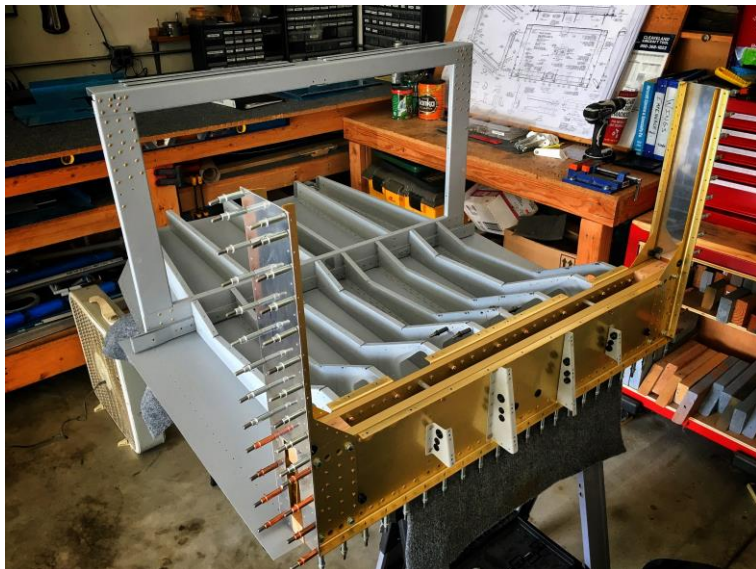
Is this your first project? Yes

How did you decide on what to build? I thought it was a cool looking airplane.

When you started your project? March 2013

What are you working on now? Riveting the fuselage together

What advice would you give someone thinking about building an airplane, now that you are doing it? Get as much experience as you can before you start. Have realistic goals of completion and be able to understand your mission for the airplane will change. So pick an airplane that is well versed in a few different kinds of flying. There is nothing wrong with "I thought it looked cool." That's exactly how I picked mine.



Is there anything special about your project that you'd like to share with the other members of EAA 461? I purchased it in sub-kits as I went. The tail and wings were second hand kits. They were never started so I was able to buy them for well below the cost of a new kit.

With something like 80% of airplanes don't get completed by the first buyer, you can assume there are plenty of kits on the market. It was an economical way to get into this hobby. I did buy the fuselage kit from Vans July 2019 and I'll have to buy the finishing kit from them as well.



Pietenpol Update

Work continues on the windshield frames and mounting brackets. A big thank you to the volunteers who show up every Tuesday and Thursday from 7 pm to 9pm to help!



Member Project Updates

Dean “Rocket Man” Karafa

What you are building? RV14A

Is this your first project? Yes, this is my first project

How did you decide on what to build? It was a longtime dream (nightmare at times) but ultimately a friend twisted my arm into doing it.

When you started your project? September 2018

What are you working on now? Fuselage

What advice would you give someone thinking about building an airplane, now that you are doing it? Lots of hidden cost. Talk to the experienced to get a better picture of total cost.

Is there anything special about your project that you’d like to share with the other members of EAA 461? Help from the members is extremely important. Wayne, Tichy, Jason, and Grumpy are a few of several that have been extremely helpful.



Cavalcade of Planes

Airport manager Joe Depaulo is surveying those involved in participating in the 2021 Cavalcade of Planes, to be held Saturday June 5th and Sunday June 6th 2021. So far, the responses have been positive, but the event is subject to what is both legal and safe based on both state and local COVID restrictions.

CAVALCADE 2021?

**WE ARE CURRENTLY
STUDYING THE
POSSIBILITIES. STAND
BY.**

June 5th and 6th

COUNTDOWN TO CAVALCADE 2021



Route 59 Flyway

Lunas Talian

For pilots looking to remain under the Chicago Class B airspace while transitioning the area, a VFR flyway offers a designated route that is charted and easily followed. The Route 59 flyway is marked on the rear of the Chicago Terminal Area Chart (TAC), listed as a “suggested VFR flyway and altitude” and is intended to be flown at or below 2500’ MSL.

There’s an important distinction to make here. A VFR flyway is very different from a VFR corridor. A flyway stays out of the airspace, a corridor goes through it and requires permission to use. I am not aware of any corridors in the Chicago Bravo, but there are corridors in many Bravo airspaces in the country. (The Hudson River corridor in New York City is a notable one and flying it should be on every pilot’s bucket list.)

The flyway basically follows Rt 59 from just north of Plainfield to the intersection with Interstate 90, which is about 25 nm. These days, not everyone uses a chart, so local knowledge of these flyways is not as common as it was years ago. (OK, these days almost no one uses a chart...but that’s a different subject...)

When you depart Clow and head west, southwest, or northwest, you cross this flyway. Other flyways in the Chicago area have different altitudes and routes. (There’s another one in our area that follows the Fox river at or below 3500’) VFR traffic flying under the Bravo frequently uses the Rt 59 flyway or the Fox river flyway as a route when flying around the west side of the Chicagoland area.

Using the flyway provides a safe way to remain clear of the Bravo airspace above, and transition the area from the north or south, while avoiding both O’Hare and Midway to the east, as well as the lakefront flyway on the east side of the Chicago area. (Not everyone likes being over the water that offers few or no outs, with inbound traffic to Midway above you.)

Even if you aren’t going to use it, it’s good to know it’s there and what to expect from traffic using it as a transition route under the Bravo airspace. I live right under the flyway and can tell you that - especially in the summer months - it is very busy. (Even more so the week of Oshkosh!!)

I used to be based at the Waukegan airport (KUGN) and used the Route 59 flyway to get to and from my in-laws at Naper Aero (LL10) in our Cessna 150, and later a Cherokee 140. In doing so, I learned some things I’d like to share for those of you that are new to flying or haven’t used the route.

I’ll add a caveat that I am not a CFI and this information is just that - information. Do your own flight planning, make notes, and fly the airplane. You are Pilot in Command, not me.

It can seem intimidating at first to use, but in fact it is very easy. I typically stay just to the east of Rt 59 going north, and stay just west of Rt 59 going south, and avoid flying at exactly 2500’ to avoid head-on conflicts with other traffic.

If you go north up the flyway from Clow, you’re going to have to contact DuPage (KDPA) and they can be busy. You do not have to contact Chicago approach to use the flyway as long as you remain outside the Bravo.



A good reporting point going north is Naper Aero (LL10). It is just over 10 nm from DPA and gives you time to pick up the ATIS if you leave Clow and head west to Rt 59 before turning north. Doing this also gives you time to look for traffic in the flyway and avoids flying directly over Naper before you are at 2500'. Naper uses the same frequency as Clow, so stay on 122.9 as you get towards Rt 59.

Route 59 is not always straight north-south when you get north of Interstate 88, so I tend to follow a general north-south route and look down at Rt 59 as it makes some bends. The flyway does not require you to remain directly over Rt 59. Some pilots prefer to stay well to the east of Rt 59 going north and avoid contacting DPA. Personally, I call them.

At the north end where the flyway makes a turn to the northeast just north of Interstate 90, there is an easy landmark. There is a large red Marriott hotel located at that intersection that is easy to spot, and railroad tracks running northeast basically under the flyway.

The interstate and hotel make an easy reporting point when contacting DuPage tower since you are about 10 nm north. I put it in as a user defined waypoint in WingX and the lat/long is 42.066538 Deg N and 88.18977 W (42.067° and -88.190°).

Pilots headed south on the flyway make a southeast turn just southwest of Clow and pass south of Lewis (KLOT). The chart says White Ash Farms, but in reality, most pilots use the village of Plainfield as a waypoint and fly towards the old prison south of Lewis.



Shooting Rivets

Robbie Culver

Recently, I received an email from Mike Baer, President of EAA 579 in Aurora (KARR). A chapter member there was looking for assistance riveting his RV-10 wings. Mike knows me from when I was a chapter member there while I was based in SkyHaven (he was a few hangars down from me), and knows I built an airplane.

Now, it would be easy to say “not my problem, not my chapter, and...COVID.” But I don’t look at it that way, not at all. Yes - we live in “unprecedented times” (if I hear this again I may scream) and yes, the risks are real.

But when I needed help, someone always stepped up - the day we moved my Sonex from our house to KARR, a friend I had not seen in 15 years showed up to help. Pay it forward. Besides, Tony Sabos taught me how to buck rivets, so what the heck. I offered to help. (My wife would tell you this just keeps me from buying another kit, and she would be right!)



I had never met the man asking for help, but his name was David, he is an EAA member, and he needed someone to assist - riveting is sometimes a two-person job. A couple of emails, and a few text messages, and we found a day and time that matched our schedules. David flies for an airline, and I work regular hours, so it took some coordination.



Then, a couple of Sundays ago, I drove up to Geneva to help. David's house was easy to find, and he has a three car garage with a well organized build area. I had the easy job - show up, hold the bucking bar, and help. I can't tell you how much fun it is!

Fun. It may not sound fun. Holding a large, heavy metal object at arms length with hearing protection on, while a stranger pounds rivets with an air powered tool three feet away. Shooting rivets is loud. It is actually hard work (I was sweating after 30 minutes). But it is also incredibly satisfying. When I got there, David had a structure of aluminum with cleco clamps in it (cleco clamps hold the structure together until it is riveted) that was clamped to his workbench. Until it is riveted, the structure is not rigid. When finished, the structure is solid and complete. It's a very cool thing to see and do. It's also easy to learn.

There are several basic types of riveting - pulled rivets as used on a Sonex, Zenith or RANS kit, and driven rivets as used on a Vans RV, Midget Mustang, or other aluminum aircraft kits on the market. Driven rivets involve a rivet gun and a bucking bar to create a strong bond between components in the aircraft structure.

By the end of that first day, David and I got to know one another pretty well and had shared a bit of our stories. Family, aviation...and building.

Done properly, two people work in unison - one shooting the rivets with the gun, the other using a bucking bar to oppose the rivet gun. Picture two hammers pounding together and you get an idea of the process. Different techniques are required, and in this case, David and I were doing back riveting. This technique uses a big bucking bar on the outside of the wing skin and the rivet gun on the inside of the wing. The bucking bar I used looks sort of like a dumbbell used in weightlifting, but one end is almost flat.

As we worked, I would remove the cleco clamp as required, place the flush rivet called for in the plans into the pre drilled and dimpled hole, then I would put the large bucking bar against the face of the rivet and hold pressure. I would then say "ready!" At that point David would use the rivet gun to pound the tail of the rivet to a specified diameter and height. He would say "OK!" and the process is repeated. Getting it right takes practice, patience, and communication.

Even with hearing protection on, the sound of a rivet gun is really cool. There's a brrrrrt sound to it that goes with the hobby, and is unmistakable. (Not to be confused with the brrrrrt of an A-10 when angry and stirred up!) The routine of the work gets to be a very predictable rhythm. Place a rivet. Put the bucking bar up and press it against the piece *just so* then call it. "Ready! Brrrrrrrt! Ok!" Put another rivet in, put the bucking bar up, apply *just* the right pressure and repeat. "Ready! Brrrrrrrt! Ok!" Sometimes it requires another burst with the rivet gun. "One more. Ready! Brrrt! Ok!" There's something...visceral...about the process.

There's a tool to verify the rivet is set properly. It has a hole and a notched corner to check both the diameter and depth. And yes - you will make mistakes. You get lots of practice drilling out bad rivets, which is a skill all to itself. In my opinion, learning to live with the mistakes and fix them was a life skill that I developed while building my Sonex. It's hard to forgive yourself for screwing up.

The first day I was there, I think we spent about 3 hours riveting. I went back a week later and spent close to 4 more hours helping David - and we finished the top skin of one wing. The following weekend I went up again to help with the other wing.

A lot of work goes into the process. As you work together, the clecos come out and the rivets go in. What began with the look of a porcupine ends looking like an airplane wing. I can't describe the satisfaction you get from participating.

The only way to learn is....well, to try it! EAA offers Sport Aviation workshops that have a course on riveting, and there are both EAA and YouTube videos on the subject.

I'd suggest trying the techniques on scrap material first and getting a feel for what is involved (the chapter has most of the tools required to try this). Most kit companies offer practice projects to develop the basic skills required.

You can also talk with one of our local chapter members who is building - see if you can check out what they are doing, and maybe learn a new skill! I think you will find it educational, and it's a great way to get more involved in the social side of aviation. Besides, shooting rivets is fun!

