



EAA 461

Newsletter

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From the left seat

Greetings 461!

Well, I did not get my article to Robbie in time for the 10th of the month, nor did I not win the lottery (I suppose one has to play the lottery if they want to have any chance at winning it...); however, I am happy to report that N8ML has returned to flying status after nearly five months of downtime. It was a long slog, but the maintenance and interior update efforts were absolutely worthwhile. It is like flying in first class while flying in first class!



Now that I have my head out of the toolbox and no dollars left in the elective maintenance fund, I figured it would be relatively easy to conjure up elaborate aviation-related stories and ideas to write about. Hoo-boy was I ever wrong. I can say with no reservation whatsoever, that I never fully appreciated "Writer's Block" until now. With that in mind, I will do my best to draw on my mental notes and revisit the concept of more detailed stories (note: I did not say interesting!) at a future date and time.

The first note concerns Young Eagles (YE) flights. Some of our volunteer pilots have expressed a desire to give preference to net-new participants over returnees. A review of the EAA national YE program makes it clear that a chapter may only receive one YE credit per child per month. In my mind, that policy suggests that EAA wants to strike a balance between flying new and returning participants, and I think the approach makes sense.

While we certainly want to make sure any child that wishes to fly has an opportunity to do so, we also want to make sure we identify and cultivate the spirit of aviation in those kids who keep coming back.

With that in mind, the chapter's position is as follows: Each pilot may choose to volunteer his or her time and airplane in whatever manner he or she is most comfortable so long as they do so within the parameters established by the EAA Young Eagles Program.

And that's not me punting the matter, folks. The fact is, we're an all-volunteer organization and there's room for all of us to give of ourselves in a way that makes us happiest.

The second note pertains to Young Eagles flights as well: Thank you to everyone who volunteered their time to make our first Young Eagles event of 2021 super successful!

And to our Young Eagles Coordinator Al Bally: We truly appreciate your tireless coordination efforts, Al. The emails, the phone calls, the text messages... despite the event trying its best to depart from controlled flight at every turn, you kept it on course and delivered a well-managed, fun, and safe event. Thank you!!!

The third note is little more than unintelligible chicken scratch, so I suppose I'll skip that one and send this thing over to our publisher so I can get started on May's article. Maybe I will make the 10th this time. Nope, still not going to play the lottery.

VFRs!

Newsletter quiz

In the movie "Spirit of St Louis" there is a scene when Charles Lindbergh bails out of a mail plane between St Louis and Chicago. This is the monument near the location where Lindbergh landed, and the mail plane crashed.

Where is this?

(Thank you Ried Jacobsen for the submittal!)



Another First Flight

Robbie Culver

Hello EAA 461!

On Thursday, April 15th, I once again made a “first flight” in my Sonex experimental. Following months of down time for an engine rebuild, and a careful reinstallation, I flew her for about 25 minutes in the local area around Clow.

A first flight – post maintenance, after a major refurbishment, or following a long build process – is nothing to be taken lightly. Our fickle Chicagoland weather had conspired for weeks to keep me frustrated, with either high winds or strong crosswinds preventing me from taking her up.

Finally, a day with ceilings and winds that fell within my personal limits was here. I say personal limits for a reason. I had not flown this airplane in nearly six months, it had undergone a major engine overhaul that included removal and reinstallation, and my experience with the airplane told me conditions needed to be right for this flight. Believe me, it was tempting to fly her in less than ideal conditions. But I waited, and it was worth the wait. If you see me with my “Sonex grin,” now you know why.

The result of the flight was a minor (but annoying) squawk list, nothing dramatic nor unexpected. The airplane and engine performed well, and my previous oil pressure issue was completely resolved.

I'd been flying our Aeronca Champ for the past 6 months and let's just say that the Sonex is a bit quicker and a bit more responsive on the controls. My test flight was conducted at speeds approaching 160 mph, where the Champ typically cruises at 90 mph or less.

The Sonex and I both returned uneventfully to Clow, although I am grateful few witnesses were present to see what passed for a landing. Something for me to work on as I continue to fly her into the spring and summer months.

For those of you out there in EAA 461-land who are still building or restoring or refurbishing, keep at it. It is so worth the hard work and financial investment in your project! Your “first flight” will come!

2021 Calendar

Young Eagles

Young Eagles coordinator Al Bally has set the dates for our 2021 Young Eagles rallies!

Saturday May 8th, 2021

Saturday June 12th, 2021

Saturday July 10th, 2021

Saturday August 14th, 2021

Saturday September 11th, 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.



Flying in Cebu


Rick Ernst

History remembers the Philippine island of Cebu as the place where Ferdinand Magellan was killed, preventing him from completing his circumnavigation of the globe, in 1521.

Today, Cebu is home to manufacturing and distribution for a number of multinational corporations, which is what brought me there some years ago, for a work project.

Over about six months, I traveled to Cebu five times, as the company I work for engineered an automated distribution system for one of our customers building a facility on the island. (On one of those visits, the airline temporarily misplaced much of my luggage, which left me on the other side of the planet with my banjo but no clean clothing, but that's another story.)

After I mentioned to one of our customer's local managers that I'm a general-aviation pilot, he brought me a flyer from a local air-taxi operation, to see if it would be of interest. Who could resist:



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B コース (所要時間: 2時間)
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US\$ 125/1名様 (2名以上)

C コース (所要時間: 3時間)
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On my next trip to Cebu, I brought with me my certificate and logbook (not in checked luggage; I had learned my lesson) and worked out a deal that let me fly their well-cared-for 172, with one of the operator's pilots in the right seat to keep me out of trouble.



Together with my wife, Claudine (who, thanks to my employer, joined me on a couple of these trips) and another of our engineers, we departed Mactan Cebu International Airport (located on Mactan Island, across a bridge from Cebu).



We explored the coastline of Cebu, which is dotted with small villages from which fishermen set out to fish from small outrigger canoes.





Leaving Cebu, we set out over the Cebu Strait to hop from island to island to Bohol, the next “big” island over, which is known for their local population of tarsiers, the little critter shown in the air-taxi flyer and one of the world’s smallest primates.

Tarsiers are difficult to spot from the air (and they are nocturnal, anyway), but not so the Chocolate Hills, a geological formation of over a thousand small limestone mounds.



The “chocolate” is actually dried grass. So while no chocolate grows on Bohol, the island is home to much rice and palm-oil agriculture.



That left-seat time in the Philippines is one of my most unforgettable flights, and easily the most exotic entry in my logbook. The lesson here is that bringing one’s aviation credentials along while traveling just might bring with it the chance to explore somewhere unusual. So, don’t ask me about the time I didn’t bring my certificate along to Anchorage, Alaska.



Member milestones:

Jaiden Chokshi – first solo on April 2nd, 2021 in Cessna N69009. CFI Edmundo Ailon turned Jaden loose at Morris Muni – James R Washburn Field (C09).

Kailey Tyburski was soloed by her proud father Kevin at Clow on December 6th, 2020 in Cessna N69009. (Her awesome tee shirt art is below!)



Bob Kopeika sent these images of his RANS project



Jeff “Stork” Meyer moved his beautiful Onex to the hangar at Marshall County (C25). Congratulations Jeff on a huge milestone in your project!





Ramp Restoration at Clow

Ramp construction at Clow starts on Monday April 19th. See the thread below for traffic. The airport, runway, and fuel farm are all still open. All planes need to be removed from the main ramp by Monday at 7 am.

A NOTAM will be posted stating that the taxiway between ramp A1 & A2 will be closed and you will need to back-taxi between those two points.

The fuel farm will also be open for use. Expected completion is the mid/end of May. Please send this on to any hangar partners, club members, students, CFI's, friends or additional pilots you know that frequent the airport.

If any question please contact the airport manager, Joe Depaulo at joeDepaulo@gmail.com.



Cavalcade of Planes:

As in years past, All tied down planes on pavement will need to be moved to west grass tie down area by June 2nd. There are tie-down rings in the ground. Bring your ropes. I do not move your plane! Hangar doors not open for the event will be blocked starting Friday June 4th. If you are flying out on Saturday from one of those hangars, please coordinate with me. If you wish to volunteer for the event just contact me. If any questions just contact me!

20th Annual CAVALCADE of Planes

At Bolingbrook's Clow International Airport
Sponsored by the Village of Bolingbrook

June 5th & 6th

Event Activities from 10:00 AM to 4:00 PM

Featuring:

- Limited Tickets Available. Pre-purchase Online Only. No Tickets at the Door.
- **Masks Required.** Social Distancing Encouraged. Hand sanitizer available throughout the event. We will be observing Covid guidelines in effect at event time.
- Various Planes on Display from Multiple Manufacturers
- Warbirds on Display
- Military Displays
- Planes for Sale. New and Used.
- HELICOPTER RIDES
Purchase on site
- JW Aviation Airplane Rides
Purchase on site
- Outside Vendors & Local Organization Entrance Tent
- Food & Refreshments
- Cavalcade Canteen Beer Garden
- Adults \$5, Youth (5-12) \$3, Under 5 - free

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Event Website

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