

# The Flypaper

Promoting Sport Aviation in Central Illinois for More Than 60 Years



## EAA Leadership Academy

The last weekend in January 2023, four members of EAA Chapter 129, Charlie Bates, Bill Thacker, George Wilts and Doug Reeves attended the EAA Leadership Academy in Oshkosh Wisconsin. Having the opportunity to spend quality time with other chapter members became a true blessing.



On the trip to Oshkosh, Bill Thacker asked if we had seen the last remaining Lindbergh arrow in Illinois. Since we had not, he took us on a short side trip just one mile west of Interstate 39 just south of Seward Illinois to a snowy cornfield where we uncovered the concrete navigation structure. They were used to help early pilots before modern navigational aids were developed.

When we arrived at Oshkosh, Bill took us to the Kermit Weeks hanger where the EAA owned aircraft are maintained. We met the maintenance staff and viewed many of the aircraft under repair. The Ford Trimotor was prepared to receive a new wing center section and new wings. The

EAA raffle plane, a classic Aero coupe was being restored prior to the raffle. There was an assortment of aircraft stored and maintained at Weeks that are used with Young Eagle flights,

Sunday Pioneer flights and the Airventure air show.

Charlie took us to the EAA headquarters and arranged a meeting with John Egan, Senior Chapter Network manager. John gave us a tour of headquarters and explained what each department of their huge facility served.

~See Leadership Academy Page 2



You Have Information February!

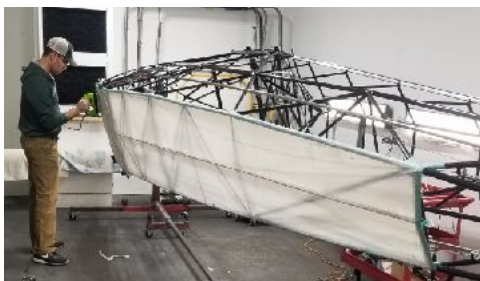
## February Membership Gathering

Please bring your favorite **CHILI** recipe or a complimentary side dish.

Thursday, February 16 at 6:00 PM

Our **February speaker** will be Bill Thacker on the topic: Introduction to covering - Part 1

- Intro to the Stewart System Process
- PA 12 elevator cover



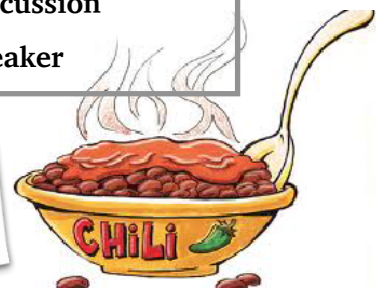
6:00 - 6:30 Meal & Discussion

6:30 - 6:45 Cleanup

6:45 - Visitor intros, chapter milestones, discussion

7:00 - 8:00 Speaker

Bring a dish to share!



**~Leadership Academy from Page 1**

Finally, John shared the many on-line programs available to each chapter in support of growing their membership and enhancing their gatherings. Two of these programs excited Bill Thacker, the VMC Club and IMC Club programs. Bill has already been certified as a VMC coordinator for Chapter 129.

Friday afternoon was a hosted reception where we interacted with the other 60 attendees from all across the country and had dinner



**The Air Academy Lodge**

in the Air Academy Lodge. Following dinner, we traveled across the airport to the SONEX company facilities and enjoyed a



tour of their manufacturing facility. We were shown the



**EAA CEO Jack Pelton welcomes attendees**

assortment of kit built aircraft available from SONEX aircraft. We learned about their latest introduction of UAV jet powered models that are based on their jet powered SubSonex model. We saw demonstrations of how parts are made to how the finished kits are packaged for shipment to customers.

Saturday began with John Egan and Charlie Becker, Director of Chapters, Communities & Homebuilt Community, presenting information about how to enhance our local chapters. The primary motivator was "DO SOMETHING!" The emphasis was on encouraging our meetings to be "gatherings", NOT stuffy meetings with Roberts Rules of Order. Dave Leiting, Young Eagles Coordinator, gave a presentation on sponsoring Young Eagle programs and how to grow our chapter membership. Dave Dahnke, Chapter Field Representative, shared information about Young Eagle workshops, Build and Fly, Flying Start and Eagle flights. He also discussed EAA Safety programs, VMC and IMC Clubs, the Ray Scholarship program, chapter recognition and chapter tool crib programs.

Charlie Becker, gave a presentation on roster management assistance that EAA can provide, and fund

raising ideas. One of the most exciting presentations was by Paul Maloy, a retired teacher who focuses on AeroEducate. His discussion centered on how EAA should consider partnering with local school programs teaching aviation to high school students. His key point was asking from a students point of view, "What's in it



for me?"

Saturday evening dinner at the Air Academy Lodge was followed by a tour of the EAA Air Museum. There were several aircraft cockpits open for attendees to experience and get photos taken. The museum featured many historic, military and experimental aircraft of all designs. The museum is a must see for members traveling to Oshkosh!

Sunday morning after breakfast, the sessions resumed with Tim Dahnke sharing information about resources EAA can provide to chapters. He discussed making sure each chapter maintains their not for profit federal status by filing the appropriate forms 1023EZ and 990-N. He encouraged a review of each chapter bi-laws to make sure they were appropriate and up to date.

**~See Leadership Academy Page 3**



## Chapter 129 VMC Club - Feb 18

**Coming in February** - Chapter 129 will start its monthly VMC Club meetings in February Hosted by member Bill Thacker. Our first meeting will be Saturday, Feb 18 at 9:30 a.m. in our chapter hangar following our pancake breakfast.

Real world scenarios will be presented and discussed to determine the best solution from the conditions presented.

Non-instrument rated pilots who want to improve their proficiency have an excellent resource through EAA's Visual Meteorological Conditions (VMC) Clubs. The purpose of EAA VMC Clubs is to build proficiency when flying under visual flight rule conditions.

EAA VMC Clubs are extensions to local EAA chapters and offer monthly meetings in which pilots can network and share knowledge and experience. The meetings use real-world scenarios to engage members, and allow a free exchange of information that improves awareness and skills. The intent is to create a community of pilots willing to share information, provide recognition, foster communications, promote safety, and build proficiency. Through the EAA VMC club programs, visual flight rule pilots have improved their proficiency, and they love it.



- February 18 - 0930
- Complimentary 6 month EAA memberships available
- Qualifies for FAA WINGS credit!
- Come early for breakfast

### ~Leadership Academy from Page 2

EAA also offers chapters e-mail blasts to promote chapter activities on social media. He discussed various on-line services that can help with chapter management like "Google Forms", Google Suites", "Sign-up Genius", and "EAA Chapter Leader Chat". He reminded attendees that many businesses offer significant discounts to members just by asking for the EAA member discount.

about chapter insurance coverage and how to avoid liability when sponsoring chapter events.

Our final presentation was by Dick Knapinski, Director of

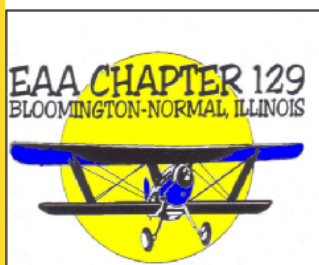
Communications. His key point for communication through media is to "think like an editor".

Charlie Becker wrapped up the academy and took questions from the group.

All of us came away amazed at the resources available to each chapter of EAA just for the asking. We would encourage anyone who has the opportunity to visit the EAA headquarters or attend any of their training programs to do so. We are very fortunate to have such a strong, exciting organization to be associated with.

~Doug Reeves

Amy Schreiner, Insurance Specialist for EAA and John Egan talked



## A Lost Navigation System

While en route to the EAA Leadership Academy in Oshkosh Friday morning, Bill noted that we were close to the site of one of the original Lindbergh Arrows, a navigation aid for the early airmail routes. It is the last remaining marker of its type in Illinois and we elected to take a short detour off I-39 to have a look. We sited a flat area in the snow covered corn stalks close to the road and quickly found the perimeter (fortunate, because it was 24 degrees with a 20 mph wind).

The site is on German Road, just South of Steward, IL. It was part of a network of beacons and bright yellow arrows used for transcontinental navigation in the 1920s.

Scattered across the United States are a network of mysterious concrete arrows. They are often found in remote locations or areas difficult to access. Some will be accompanied by a small shack, a few have a metal tower affixed to their base. Many are in good condition while others have succumbed to nature. The shape and direction of the arrows vary, but it is clear they served the same purpose.

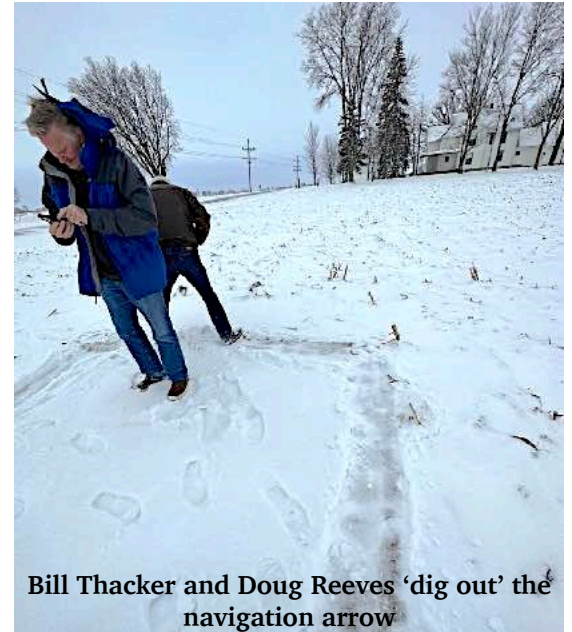
The purpose was

important: helping early pilots navigate U.S. transcontinental flights at night.

In an era before radar, pilots used ground-based landmarks for guidance. This solution worked for flight during the day, but grounded pilots at night.

In 1918 the east coast of the United States had limited airmail service. Two years later, a North American transcontinental airmail route was finally established. On August 20th, 1920 – sixty years after the Pony Express – rapid delivery made a return to the U.S.

~See Navigation Page 5



Bill Thacker and Doug Reeves 'dig out' the navigation arrow



A view of the site in the Fall





## A Lost Navigation System (cont)

### ~Navigation from Page 4

Aircraft of the era lacked the advanced electronics for navigation during night flights or through inclement weather. Long before the advent of radio guidance or Instrument Flight Rules (IFR), pilots were limited to visual guidance, using landmarks to chart the route.

Flying at night was out of the question; bad weather and limited flight times meant delivery was limited and still spotty in frequency. The service was indeed faster, but it lacked flexibility and reliability of operations.

By 1924 the Postal Service developed a solution that was effective, if not elegant.

A system of ground-based navigation beacons extending from New York to San Francisco

would help pilots fly across the country at night and ultimately be the world's first such system.

The early iterations of the system used approximately 1,500 airmail beacons, each constructed roughly between 3 and 5 miles apart. The beacons featured a 50-foot tower with rotating lights placed on top of concrete foundations in the shape of giant arrows measuring between 50 and 70 feet long. To increase visibility of the concrete arrows, they were painted bright yellow.

The program was an immediate success and continued to expand throughout its operational life. By the end of the first year the airmail service had 18 terminal airfields, 89 emergency airfields, and more than 500 beacon lights in operation.

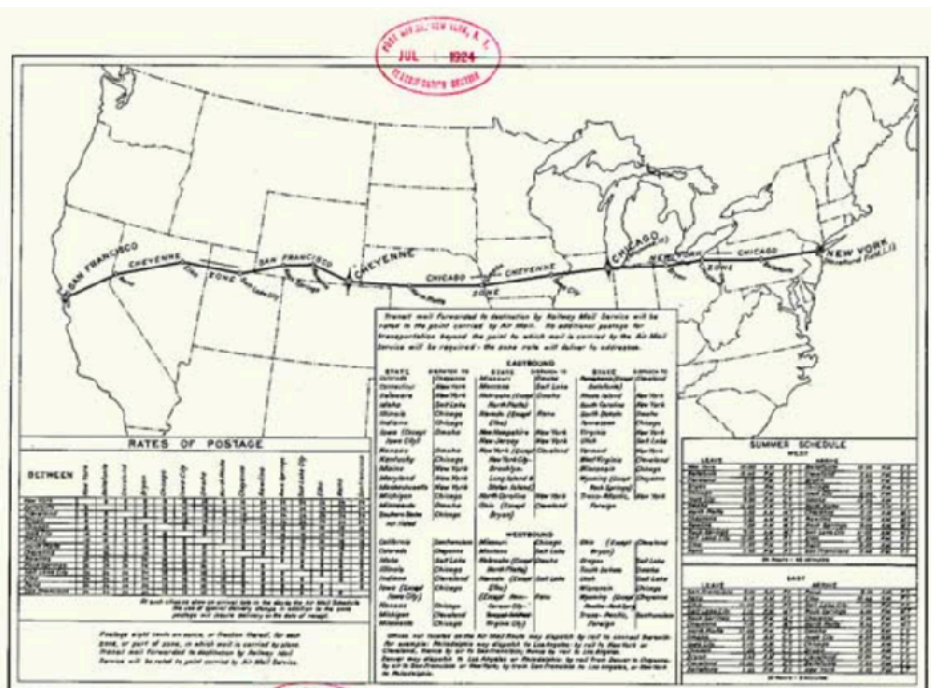
The airmail beacon program would continue to operate full-scale until 1933, when



technology advancements and the higher cost of operation during the Great Depression – finally rendered it obsolete. After the program was de-funded, various beacons would continue to operate in limited capacities into the 1940s. At that time, the Department of Commerce decommissioned and disassembled the towers for their steel, a resource in short supply and desperately needed to support the war effort.



It's That Way!



# Young Eagles 2023



**Dustin Davis**  
**Young Eagles Coordinator**

The YE coordinator position for 2023 is being tag teamed by a father daughter duo, Dustin and Lacie Davis. Dustin dreamt of being a pilot as a kid but never chased that dream due to finances or the lack there of. Dustin went straight into construction right out of high school focusing on electrical and HVAC. After over 20 years of staring up at the sky and pulling over to watch crop dusters and parking by an airport to watch planes takeoff and land, Dustin found himself at Flightstar for a Chamber of Commerce event where he got to meet the owner and some of the pilots, who all encouraged to chase his dream when he thought he was too old to change careers. Shortly after, Dustin joined Crosswinds Flying Club and started taking lessons in July 2020. Like most people, time and money are the two big hurdles that tend to get in the way. Dustin was working full time and taking full time college classes as doing so allowed him to take student loans which he used to pay for his training. He asked his boss if

he could just work part time while he pursued his aviation training. After one month, his boss needed him back full time so he turned in his 2 week notice and started his own HVAC business. Dustin completed his private training and passed his check ride Feb 2021, then did a semester at Parkland but quickly ran into both the time and money hurdles again.

During Dustin's private training, his kids both took interest and would take turns riding in the back seat of the Warrior while he received his training. Lacie also caught the bug. Charlie Bates introduced them to the EAA and the Young Eagles opportunities. Charlie took Lacie on her first Young Eagles ride the fall of 2020 and then invited them to the EAA events like the Tri Motor and YE days. Dustin and Lacie started volunteering at the different events and Lacie got to ride co-pilot with Bill Thacker in the Tri Motor in 2021. Loving being a part of it all, they continued

volunteering whenever they could.

Going along with Dustin's favorite Zig Zigler quote, "You can have everything in life you want, if you just help enough others get what they want.", in the summer of 2022 the Davis Family started an aviation non profit called Tailwind Waymakers with the mission to raise money to support those with a dream to pursue a career in aviation but struggle with the high cost barrier to entry. Later that year when hearing of a need for a YE coordinator, Dustin and Lacie volunteered to fill the position. They are most excited that they will get to be at every event this year as they picked the dates for 2023 YE Days.

It is gonna be a great 2023 and Dustin and Lacie are excited to work with all the other volunteers to provide incredible experiences that will spark the dream of aviation for many kids.

In 2021, Chapter 129 members flew 90 Young Eagles and our chapter was awarded \$450 to spend on YE related merchandise. Our immediate needs included event signage and crowd management supplies to support our efforts at the various airports we visit. We now have a cache of portable 2 X 8 foot posters, directional 'yard signs', stanchions, cones and other safety materials for our events. We are ready for our 2023 events. See the schedule on Page 10.





It was great to see six members from Chapters 29 and 129 at the three day EAA Leadership Academy in January. Newly minted Chapter 29 President Rachel Henderson and Jeff Randall joined our group for two days of presentations of EAA Chapter resources available to help us manage and grow our chapters.

Watch for a number of new events and activities from 129. First up, Bill Thacker will be hosting monthly VMC Club meetings where members are treated to real-world VFR flying scenarios and guided through a discussion on possible solutions. EAA produces a library of VMC Club materials to work with. Our first Club meeting is February 18 at 0930. This is an excellent program to help sharpen the skills of our VFR pilots. Watch for an IMC Club starting up later in the year.

Our Young Eagles rally schedule is set for 2023, working in cooperation with our sister chapter 29 at CMI. Welcome to our newest YE Coordinator Dustin Davis and his daughter Lacie who will manage our events for us, keeping our jobs as YE pilots and ground crew members organized and well coordinated. We will be needing volunteers for these events so watch for opportunities to help with these important youth events.

I want to welcome new member Kirk Sampson to our 129 team. Kirk has offered to help us with our website and social media needs, and he is off and running with it. EAA provides a web host for our page and corporate elected to move to another provider a couple of years back. It needs work and we will take that on this year for better communications to our members and interested parties in the area. Kirk is also looking into our facebook presence for better

communication of our chapter activities.

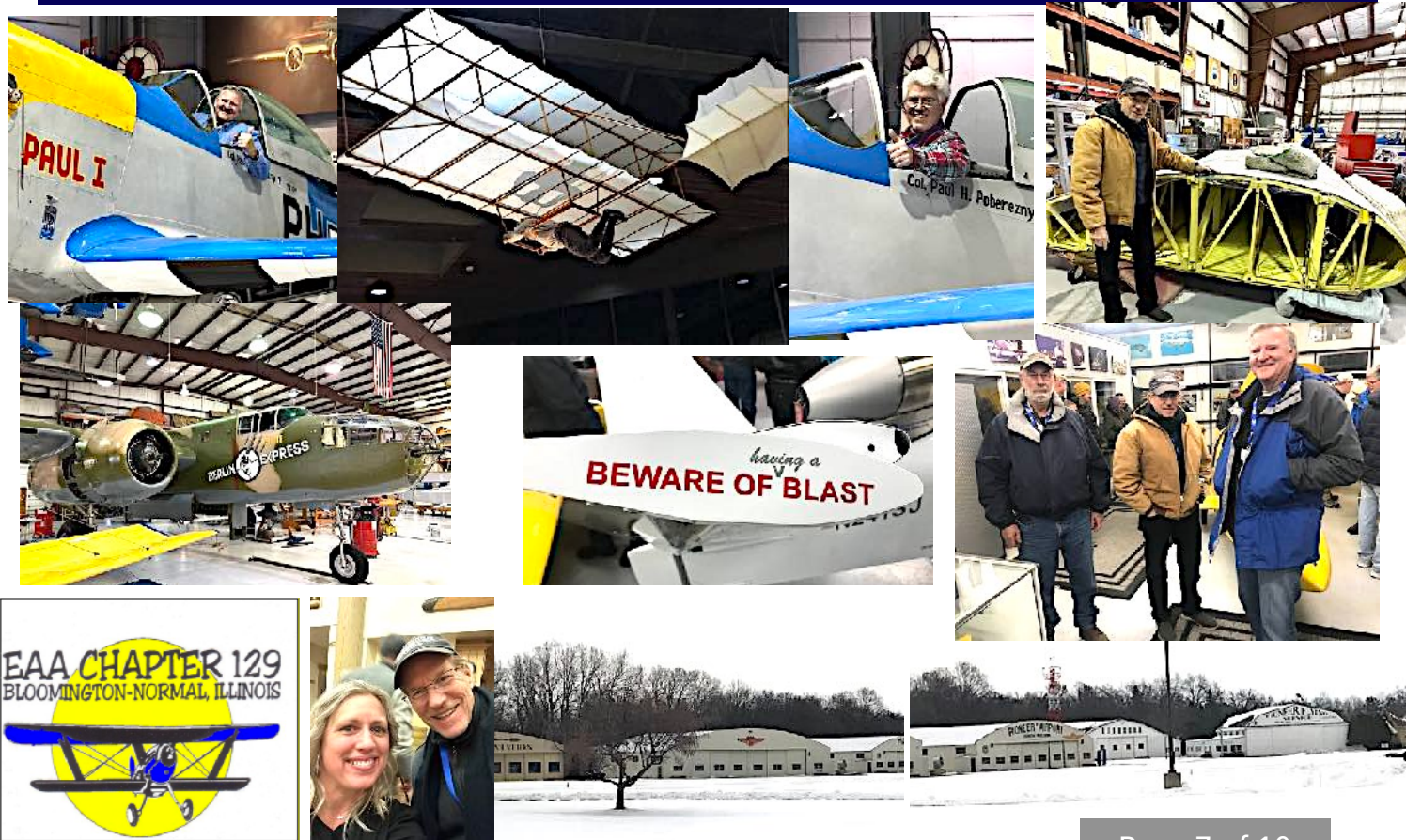
Ray Aviation Scholarship - our current scholar Matthew Gullien is working his way through ground school and flight lessons. He is our fourth scholar to receive the scholarship. We have applied for another scholarship in 2023 and hope to hear some good news in March.

As I was filling out the 2023 Calendar of Events on Page 10, I realized that we have a busy year ahead of us. Thanks to all of our volunteers who help make this happen.

~  
Charlie

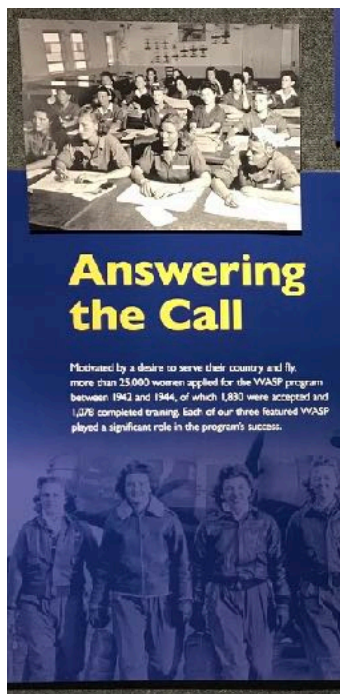


## Some Pics From the Leadership Academy Weekend





# From the EAA Museum - One of Our Own



## Oshkosh, WI

While touring the EAA Aviation Museum during our recent Leadership Academy weekend, we came across an area featuring the WWII WASP - Women Airforce Service Pilots.

The exhibit featured a well known local flight instructor Ethel Sheffler. Much of her flying memorabilia was on display in the exhibit with the history of the WASP pilots.

Between November 1942 and December 1944, 1,102 women were trained to fly first in Houston and then moved to Avenger Field in Sweetwater, TX.

The WASP flew every aircraft in the Army's arsenal. In addition to ferrying, they towed gunnery



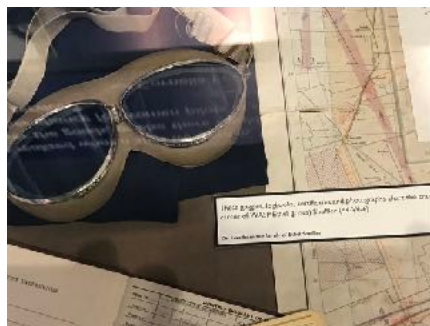
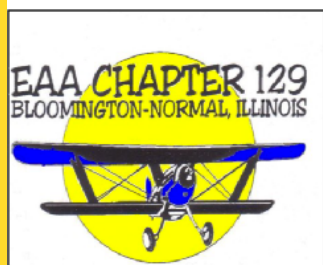
**Ethel (Jones) Sheffler 44-WV-5**, was bitten by the flying bug when she spent \$1 on her first flight in 1936 over the farm fields of Heyworth, Illinois. She took her first flight lesson in July 1942 at age 21. When she joined the WASP program in December 1943, she already had logged 173 flight hours and went on to log more than 500 more hours in one year as an instrument instructor and ferrying military aircraft.

targets, transported equipment and non-flying personnel, and flight-tested aircraft that had been repaired before the men were allowed to fly them again. For over two years, the WASP went on to perform a wide variety of aviation-related jobs and to serve at more than 120 bases around the country.

By the end of their service in December 1944, the WASP assigned to the Air Transport Command (ATC) flew 12,650 ferrying missions, equating to 9,224,000 miles flown in

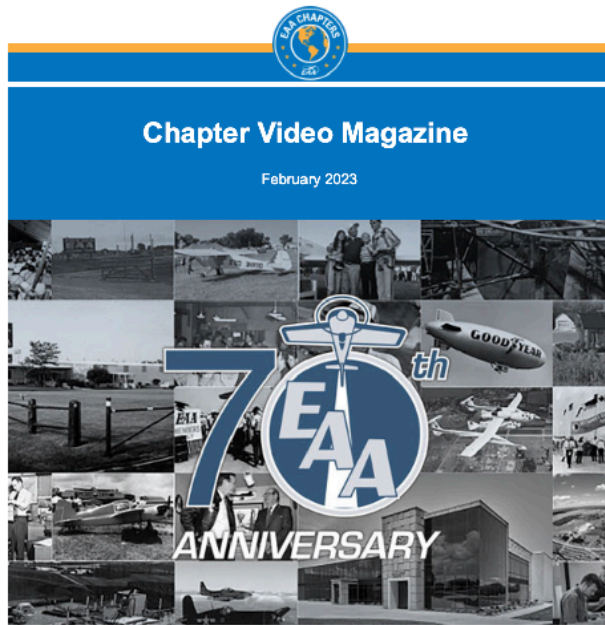
operation. But out of the 1,102 WASP who flew some 78 different types of aircraft for the U.S. Army Air Forces during their service, approximately three-quarters of WASP were pilots for the **Air Training Command** and were stationed for duty at over 120 U.S. Army Air Forces bases and airfields across the nation.

Visit the National WWII WASP Museum site at: <https://www.waspmuseum.org>





## Webinars, Podcasts, Videos!



Find EAA's Chapter Videos at:  
<http://eaa.brightcovegallery.com/chapters/detail/videos>



**2023 Dues**  
Thanks to all who have paid  
their 2023 Chapter dues. You  
can mail them to:

EAA Chapter 129  
 2825 E Empire St  
 Bloomington, IL 61704

EAA CHAPTER 129  
 BLOOMINGTON-NORMAL, ILLINOIS



2/9/23 7 p.m. CST

[Donations and Contributions to Chapters](#) Patti Arthur

2/14/23 7 p.m. CST

[Neil Loving and his WR-1 "Loving's Love"](#)  
 Museum Webinar Series [Chris Henry & Ben Page](#)

2/15/23 7 p.m. CST

[Introduction to Backcountry Flying](#)  
 Qualifies for FAA WINGS credit. [Stef and Randy Goza](#)

2/16/23 7 p.m. CST

[Young Eagles Workshops – Bringing Youth Back to the Airport](#) Chapters Webinar Series

2/21/23 1 p.m. CST

[Getting Started in Ultralights](#)  
 Virtual Ultralight Days [Timm Bogenhagen](#)

2/21/23 2:30 p.m. CST

[Powered Paraglider Training Basics](#)  
 Virtual Ultralight Days [Jon Eisele](#)

2/21/23 4 p.m. CST

[Mosquito Ultralight Helicopter](#)  
 Virtual Ultralight Days [Norbert Richter](#)

2/21/23 5:30 p.m. CST

[Quicksilver Aircraft and Aero 1000 4-Stroke Engine](#)  
 Virtual Ultralight Days [Gene "Bever" Borne](#)

2/21/23 7 p.m. CST

[Rotax Two-Stroke Operation and Maintenance Tips](#)  
 Virtual Ultralight Days [Brett Lawton](#)

2/22/23

1 p.m. CST

[Quad City Challenger Maintenance and Inspection Tips](#)  
 Virtual Ultralight Days [Mark Murray](#)

2/22/23

2:30 p.m. CST

[Flying Clubs and Ultralight Flight Instruction](#)  
 Virtual Ultralight Days

John von Linsowe, Scott Skalski, and Rick Hayes

2/22/23

4 p.m. CST

[Powered Parachute Training Basics](#)  
 Virtual Ultralight Days [Roy Beissweinger](#)

More  
 Webinars  
 Here

## 2023 Calendar of Events

February 16 - Chapter 129 Monthly Gathering  
February 18 - Chapter 129 VMC Meeting  
March 16 - Chapter 129 Monthly Gathering  
March 18 - YE Rally Bloomington  
- Chapter 129 VMC Meeting  
April 20 - Chapter 129 Monthly Gathering  
April 22 - Chapter 129 VMC Meeting  
April 29 - YE Rally Champaign  
May 18 - Chapter 129 Monthly Gathering  
May 20 - YE Rally Bloomington  
- Chapter 129 VMC Meeting  
June 15- Chapter 129 Monthly Gathering  
June 17 - YE Rally Champaign  
- Chapter 129 VMC Meeting  
July 15 - YE Rally Bloomington  
July 20 - Chapter 129 Monthly Gathering  
July 24 to July 30 - AirVenture  
August 5 - YE Rally Rantoul  
August 17 - Chapter 129 Monthly Gathering  
August 26 - YE Rally Mattoon  
September 21 - Chapter 129 Monthly Gathering  
October 19 - Chapter 129 Monthly Gathering  
**Every Saturday 7 to 9 AM - Gathering of Eagles at EAA  
Chapter 129 hangar F-15**

Be sure to check out the February/March edition of  
Midwest Flyer Magazine

[https://midwestflyer.us7.list-manage.com/track/click?  
u=5a323c3fd0b6550d7276e0ac7&id=be3f948d08&e=  
2e1e9cb02d](https://midwestflyer.us7.list-manage.com/track/click?u=5a323c3fd0b6550d7276e0ac7&id=be3f948d08&e=2e1e9cb02d)

Join us at the EAA Chapter 129 hangar for our  
Gathering of Eagles breakfasts Saturday  
mornings 7:00 am to  
9:00 am for some great  
food and some hangar  
flying at its best.



## Wanted

Do you have an aviation story to share?  
Send your pictures, stories, events,  
travel adventures, builder updates for our  
next issue of **The Flypaper**.

Email them to: [cmbates50@gmail.com](mailto:cmbates50@gmail.com)



## Chapter 129

Charlie Bates-President, Treas  
Jason Jording-VP  
Doug Reeves -Secretary  
Dustin Davis - YE Coordinator  
Wayne Aldrich - STEM Coordinator  
George Wilts-Tech. Counselor  
Mike Todd-Web Editor  
Kirk Sampson - Media Communications