



# The Flypaper

Promoting Sport Aviation in Central Illinois for More Than 60 Years



## Our October Chapter Gathering

**C**hili was the main dish for our October gathering. Members brought four of their favorite chili recipes and one crock pot of soup, and lots of cornbread and desserts.

Kirk Sampson put together an Aviation Jeopardy program for our gathering That was a 'Big Hit.' The categories and questions came from a number of member's inputs. Three teams were created and competed to answer the 25 category 'clues.' Examples are:

- ▶ An airline that features a tulip logo.
- ▶ Home of FISK Arrival

Aerodynamics	Physics/electricity	Helicopters	Jet Engines	Recip Engines
100	100	100	100	100
200	200	200	200	200
		300	300	300
		400	400	400
		500	500	500
Team 1 Team 2 Team 3			Jeopardy Labs	



Emcee Kirk Sampson hosts our Jeopardy event

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Kirk: "It was fun. We will do it again and consider other game shows. Contact Kirk if you want to help create content for the next event."

Build your own Jeopardy game at:



Teams competing to answer Jeopardy clues



## November Chapter Gathering 11/16

We will be serving member-provided soups at our November gathering. If you have a favorite soup recipe, bring it along to share at our gathering or bring a side dish. We will eat at 6:00 pm.



**Bring your favorite soup recipe!**

Our speaker this month will be Carl Olson, Executive Director of Central Illinois Regional Airport. Carl will discuss the development of the new GA facility at CIRA.



Originally from Minneapolis, Minnesota, Carl came to Central Illinois in 2005, becoming the Executive Director of the Bloomington-Normal Airport Authority. Olson studied Airport and Business Management at the University of North Dakota, working at an airport in upstate New York prior to relocating to Bloomington-Normal.

6:00 Meal and Discussion - 6:30 Cleanup - 6:45 - Visitor intros, chapter milestones, discussion - 7:00 - 8:00 Program



## Milestones

**Chapter 129 members achieving their goals in aviation**



Ray Aviation Scholar Collin Sampson completed his first solo flight on October 28 with CFI member Julian Kurowski



Chapter 129 member Wade Thweatt passed his Instrument Checkride on November 7!



# Chapter 129 VMC Club - November 18

*The intent of EAA VMC Clubs is to create a community of pilots willing to share information, provide recognition, foster communications, promote safety, and build proficiency. Real world scenarios will be presented and discussed to determine the best solution from the conditions presented.*

Our **October VMC Club** meeting involved a discussion over recommended leaning procedures. Many examples were presented and discussed. Be sure to join us for our November VMC Club.

## October QOM

Pilots are often taught to **not** lean the mixture of a normally aspirated engine below 3,000 feet. When departing an airport when the density altitude is 5,000 feet, should you wait until reaching 3,000 AGL before leaning the mixture?



**ANSWER:** No. Under such conditions, a full-rich mixture would **not** ensure proper engine performance. According to engine manufacturer Lycoming, "For 5,000 feet density altitude and above, or high ambient temperatures, roughness or reduction of power may occur at full-rich mixture. The mixture may be adjusted to obtain smooth engine operation..."

## THE LEANING CONCEPT

A controllable mixture serves to address 3 important parts of engine management:

1. **Power Production**
2. **Fuel Economy**
3. **Engine Longevity**

## DISCUSSION:

Is running full-rich for an entire flight **bad?**

EAA CHAPTER 129  
BLOOMINGTON-NORMAL, ILLINOIS



Otherwise operating with a full-rich mixture can cause annoying and potentially serious problems, Such as:

- Fouled Spark Plugs
- Engine hesitations
- Loss of power



- **November 18 0900**
- Complimentary 6 month EAA memberships available
- Qualifies for FAA WINGS credit!
- Come early for breakfast

## November Question of the Month:

**Question:** Before an early morning flight, when the overnight air temperature has been below freezing, no water is found in the fuel during the preflight inspection. After landing some hours later after a flight in clear, sunny, VFR conditions, with air temperature now in the 50s, a check of the fuel finds it is contaminated with water. Where did the water likely come from? Why did the pilot miss the contamination on the early morning preflight?

VMC Clubs offer a great opportunity for pilots of all experience levels to explore flight scenarios together - from students to ATP. Come learn with us!

## Honoring our Fallen Heroes



Please join us for the 7<sup>th</sup> Annual  
**FALLEN HEROES TREE OF HONOR**  
Tree Lighting Ceremony  
**Wednesday, November 15, 2023 – 5:00pm**

Central Illinois Regional Airport  
3201 CIRA Drive, Bloomington, IL 61704

Sponsored by  
America's Gold Star families  
The Sergeant Anthony Maddox Memorial

Hosted by the Bloomington-Normal Airport Authority

America's Gold Star Families together with the Sgt. Anthony Maddox Memorial is proud to sponsor the Fallen Heroes Tree of Honor. Three locations will continue to host the decorated trees, which includes approximately 300 hand crafted ornaments of military service men and women who gave their lives in the defense our nation.

## Member's Travels - Florida or Bust!

~ by **Rick Anhalt**

On October 26 at about 7:45 local time my wife, Donna, and I took off from KBMI for a long-planned trip to a family wedding in Naples, FL. We were in a Piper Arrow, N4641F, which is owned by the local flying club of which I am a member. The trip was the culmination of several years of physical and aviation related setbacks. But in the end the effort was all worth it.

In August 2017 I turned 65 and had to retire from my dream job; I was a Captain at American Airlines. My wife and I moved to KBMI in 1982 while I was a Captain/Check Airman for Britt Airways. With the onset of code sharing Britt Airways fate was uncertain. I applied to several companies and was lucky enough to be hired by Piedmont Airlines as a Flight Engineer on a B-727 in 1987. Later that year Piedmont was bought by USAir. The years following that purchase were up and down in every sense of that



phrase. But I was blessed with good timing and I always held a regular schedule and was able to live here in BMI while working out east, mostly in PIT and PHL. In 2013 American and USAir merged keeping the AA name and logo. Because a common pilot contract had not been finalized, I continued to work from east coast bases through my retirement date of August 5, 2017.

Below are two pictures. The first is circa 1986 on the ramp at the old terminal at KBMI in a Britt FH-227 with my old friend Mark Woodard, a great pilot who would also end up with AA via USAir. The second picture is after my final flight with family and friends who joined me on that last flight on August 5, 2017. So many good memories over the years.

After retirement I sought part-time flying jobs but they were not to be found. Admittedly I was very selective. I had lived out of a suitcase for half of the previous 35 years and was not interested in being away much, if at all. Then in the fall of 2019 I was diagnosed with a form of cancer: CLL. But the good news was it was very treatable, and I went through a year of chemo and treatment and came out with a clean bill of health. Of course, I lost my flight medical during that time. But in August of 2022 I reapplied and was issued a 1<sup>st</sup> Class Medical in late December of 2022. About that time Donna and I received a wedding "Save the date" mailing from her nephew. He would be getting married in Naples, FL in October. The ceremony and all other festivities would be held at a beachside resort in Naples. There would be no need for a car. A straight line from KBMI to KAPF would take me directly over Clearwater, FL, where two of my sisters lived. Hmmm, maybe I could fly to this



wedding and visit my sisters enroute. It would save two days minimum of driving and now that I had my medical back, why not!

~ See **Florida Page 6**



## Member's Travels - Florida or Bust!

### ~ From Florida Page 5

All of this led me to EAA 129 and Crosswinds flying club. I was advised by my friend Bill Thacker and was soon flying with Art Bray for my VFR familiarization and check. With that behind me I continued to train with John Payne for the IFR recertification. I was having great fun, but it was also a challenge. I had long ago gotten use to sophisticated autopilots, flight directors, FMS units, co-pilots, dispatchers, baggage handlers, and many other things used in day-to-day operations of a modern airliner. I had to learn to fly all over again and it was a challenge; not so much the flying but everything else. Speaking of a challenge...Ladies and Gentlemen may I present the Garmin 430. After a VERY LONG trial time we are now on speaking terms, but I would not call it a friend, not yet. I have long conceded I am a DC-9 (or BE-18 or FH-227) guy in an Airbus world. As I would often say back in my DC-9 days when responding to ATC's question: "Are you RNAV equipped?" "No," I'd reply, "but we are Radar Vector equipped." Despite my best effort, time marched on and, truth be told, I am AMAZED how much that Garmin unit, even the 430, can



do.

All this brings me up to the present and our trip to Naples. Donna was not feeling well and, never having been in a GA airplane with me for a long trip like this did not help. But she agreed to give it a try. And I agreed to land and, if

necessary, return to KBMI, any time she said to land or return.

Fortunately, the smooth air Gods were with us. There was a broken layer about 2000' and an overcast layer about 15,000'. We were between layers, and it was like glass. Donna had never seen anything like this, and she loved it! As she later said, "The view was fantastic. In an airliner you only have one small window to view anything, if you get a window seat. In a GA airplane it is like you are a part of it all." Of course, you are a part of it all when in a GA aircraft. And that's why we do it. (A shameless plug here to those of you who do not have an Instrument rating...if there is any way for you to



get the rating, get it. It will make you a better pilot and will allow you so many more opportunities...like flying between layers.)



I think things went a little too well (only kidding) as my nervous passenger soon became a VERY relaxed passenger. I was pleased.

~ See Florida Page 7

## Member's Travels - Florida or Bust!

### ~ From Florida Page 6

I did not want to push my luck, so I planned two stops for fuel and stretching legs. Our first stop was at Murfreesboro, TN. Where the gas was cheap, and the Middle Tennessee State University flight program was on full display. All in all, a very nice FBO with friendly staff and, most important to my bride, modern, clean facilities. Within an hour we were airborne and picked up our IFR



clearance with Nashville Departure to Albany, GA. I thought I had routed our flight far enough west of ATL so as not to be an issue. Turns out

ATL is not the only game in Georgia. We were close enough to the military area northeast of Columbus, GA that a minor route revision was needed. Two extra waypoints and not more than 10 miles added to the route, and we continued to KABY.

After landing, ground control said, "Turn right and head for the building under construction." I'm sure that the facility will be top of the line when it is completed. But for us on that day, it was the double wide we have all seen at one time or another when encountering a temporary building. But it was clean, and the folks were very friendly...and the gas was cheap.

A bit of delay departing due to traffic but soon we were on the last leg of the day to Clearwater Airpark, KCLW. Not a cloud in the sky on that leg and, again, Donna enjoyed the superb views a GA plane offers. Not gonna lie, it was a challenge to SEE the airport, KCLW. It is surrounded by industrial buildings and houses. But once in sight I cancelled the IFR clearance with Tampa Approach just before entering left upwind traffic for a landing to the south. We were to our

destination (for that day) and Donna had thoroughly enjoyed it all. It was a good day capped off with a wonderful visit and BBQ dinner with my three sisters. Two who live in FL and one from Chicago who is not a fan of any airplane but can tolerate a Boeing if it is taking her to warmer weather.



The following day the earliest we could check in to the resort was 3PM so we had a brunch with the sisters and were off soon thereafter. It was only a 70-minute flight from Clearwater to Naples, KAPF, and with the aid of the ground crew at Naples Aviation, a GREAT FBO, and with too much luggage and "stuff" (Donna swiped a line from the movie "Jaws" and said, "We're going to need a bigger plane.") we were soon in an Uber for the short ride to the resort.



~ See Florida Page 8



## Member's Travels - Florida or Bust!

### ~ From Florida Page 7

So, the reason we did all this flying was to attend a wedding. It wasn't just to fly. (But I would have done it just for the flying.) Anyway, here is a picture of the Bride and Groom, Donna's nephew, along with Donna's brother and his wife. Yes, it was sunny and warm. But the breeze was constant, and the clouds managed to block the sun for most of the ceremony which made for a



very pleasant time on the beach. The reception was indoors at the resort.

The day after the wedding I did some local flying with my son and his wife, who were also in town for the wedding. She has a grandfather that lives on Marco Island just south of Naples, so we flew there and around the local area. It was the only



pure VFR flying I did the entire 6 days. Here is a picture of us looking for Grandpa's house.

And a picture back on the ground of my son and his lovely bride, and soon to be Mama!!!



Many of you know Bill Thacker (perhaps a better way of saying it is, "Who doesn't know Bill Thacker?") and I couldn't resist sending him this picture of a Super Cub on the ramp at Naples.



Well, all good things must come to an end. We departed Naples early Monday afternoon and headed back to KCLW for another visit with my sisters. We departed KCLW Tuesday morning just after sunrise. This time Donna and I agreed to stop only once going home, winds and weather permitting.

~ See Florida Page 9



## Member's Travels - Florida or Bust!

### ~ From Florida Page 8

And although we had a headwind going both to and from Florida, we were able to make it home with just one stop at Winchester, TN. (KBGF) where they were selling 100LL for \$5.05 a gallon! We ate the lunch my sister prepared for us at the Winchester FBO and talked a bit with the friendly ladies working there. Just as our heading North out of FL signaled the end of trip it also



signaled an end to the warm weather we had up to that point. It was breezy and cool in Winchester.

But that was nowhere near the gust and out and out cold we came back to in BMI. When we landed it was 38F temp with NW winds gusting to 25 mph. But the cold front that had moved through McLean County could not deny us the great feeling of a trip long planned, well executed, and exceedingly well enjoyed. Donna is planning trips for us. I look forward to them.

~ Rick Anhalt



**Wayne Aldrich**  
Chapter 129 Ray  
Aviation Scholarship  
Coordinator



On October 18, 2023 Collin Sampson, the Chapter 129 Ray Scholar for 2023, took to the skies on his first solo flight! Collin is well on his way to get his private pilot certificate with the help of the EAA Ray Scholarship. The Ray Scholarship awarded to Chapter 129 will pay for up to \$11,000 in Collin's flight training expenses. Collin completed his solo flight on schedule and is on track to complete his flight training by July 2024.

After soloing Collin said "That was some of the most fun I have ever had! It is safe to say that I am hooked on Aviation!". Collin's flight instructor and EAA Chapter 129 member, Julian Kurowski has high praise for Collin's abilities and noted that "Collin demonstrates nothing but a bright passion towards aviation and his quick progression to solo is proof of that! He always shows up driven and prepared and works hard to get the proper results."

Chapter 129 has applied for another round of Ray scholarships for 2024. If you have any questions about the Ray Scholarship program please contact Wayne Aldrich at [waldo26z@yahoo.com](mailto:waldo26z@yahoo.com) or 309-824-2455.



Congratulations Collin and keep up the good work!

## BMI - Our Aviation History

~ by Susan Hartzold

**A**rt Carnahan -  
Bloomington's Own Mr.  
Aviation

In the early days of air travel, Bloomington residents were ready to try out this new form of experimental and dangerous mode of transportation. One early Bloomington pilot became famously known as "Mr. Aviation."

The Wright brothers first successful flight was on Dec. 17, 1903, at Kitty Hawk, North Carolina. That same year Arthur "Art" Carnahan was born and his father A.G. Carnahan opened Bloomington's first auto repair garage in a repurposed livery stable. Art spent his youth in his father's garage, becoming an expert mechanic—a skill that would connect him to pilots and ignite his passion for flying.

Art was interested in flying and had his first opportunity in 1925 when a barn-storming troupe known as the Gates Flying Circus came to Bloomington. They performed aerial stunts on an airstrip six miles east of town on Route 9 known as Sweeney's pasture. This aerial circus was notable for its perfection of the \$1 ride and its record of flying 980 passengers in a single day. With an estimated million served, one could only imagine how many went on to become pilots.

Fatefully one of the Gates Circus pilots needed some mechanical work on his plane and Art did the labor in exchange for a flight. A member of the act, Basil Simms, stayed in Bloomington after the show to train new pilots and Art was ready to go. Soon after that he made his first solo flight piloting a Waco 9—a three-seat open cockpit plane—the first steel-tubed fuselage aircraft built by the Advance Aircraft Company.



Bloomington's first airport, located north of Normal, circa 1930

Carnahan did not join any of the notable Flying circus acts, but in the era of barnstorming, he sometimes flew to regional airshows to participate in the stunts. This enabled him to hone his acrobatic skills, while staying close to home as he and his wife Myrtle had a young son, Ray, to care for.

Bloomington got its first official airport in 1927—a 72-acre tract of land four miles north of Normal, managed by Herman A. Will and officially dedicated in 1928. Despite not yet having a pilot's

license (first required in 1926) Carnahan provided flight instruction to members of the Bloomington Flying club. Member fees paid for the instruction, as well as airport costs and maintenance of the aircraft used.

Art also piloted for half a dozen local airplane owners who stored their planes at this airport. In 1929 Carnahan obtained a commercial pilot and transport license, signed by none other than aviation leader Orville Wright. That same year he and Jack Bell (who piloted The Pantagraph's airplane, the "Scoop") opened the Carnahan-Bell Aviation school at the Bloomington Airport.

In 1930 a gliders club was formed within the Bloomington Flyer Club. According to Carnahan, "It was quite a novelty at the time, and presented a new interest in



aviation."

~See Carnahan Page 11





~Carnahan from Page 10

Carnahan supervised the group and piloted the plane that towed the glider and its pilot into the air before releasing it to soar/coast the air currents. Twenty individuals joined this short-lived group, which likely folded due to aviation regulations that made it very difficult to get permission for glider flights. The fact that Carnahan was busier than ever may have also reduced the club's ability to get the glider into the air.

That same year Art became the Scoop's pilot, previously flown by his business partner Jack Bell who died in an unfortunate crash during a program to dedicate Mattoon, Illinois' first airport.

The death served as a reminder of how dangerous flying still was but did not stop Carnahan from competing in acrobatic competitions.

A year later Carnahan won first place in a regional precision acrobatics competition.

The following year (1932) he began his racing career piloting G. J. Mecherle's Monocoach, taking third place in a field of 170 competitors in a cross-country race from Los Angeles to Cleveland. He also raced the Monocoach in the 1932 Miami All American Air races, winning the Italian Trophy.

That same year Williams-Oil-O-Matic engineer, Owen Tilbury, began working on a racing plane that he designed around Carnahan, who was small in stature.

Tilbury's goal was to make the plane as small

and light as possible.

In 1933, with the help of Clarence Fundy and Clarence Rosey, they succeed in getting the 12' 5" long plane, with a wingspan of 17' 10", and powered by a Henderson motorcycle engine off the ground.

The Tilbury Flash was piloted by Carnahan when it participated in its first competition, the Chicago Air Races of 1933. In its first heat, consisting of 5 laps around a 5-mile course, Carnahan finished second. In the second heat, Carnahan used a new strategy that would keep him out of the prop wash of the larger competing planes. He flew under all the other racers instead of flying alongside or behind them. The strategy worked and the Carnahan won the Polish Trophy. During the race, he flew as fast as 120 mph—a new speed record for that race class.

Carnahan's ability as a pilot took him to locations that, at the time, would be considered exotic. In 1933 he flew Davis Merwin and his sister Hester on a month-long trip through Mexico and Central America in Davis's Scoop III—a Waco 225 single engine airplane. Aeronautical



charts were unheard of at that time and some of the maps he used were drawn on the back of envelopes by Mexican pilots who were familiar with the territory. Art continued to fly the scoop until 1941, when Merwin discontinued the use of the plane.

The economic insecurity of the Great Depression reduced local air travel, but with funds brought into the community through the Works Progress Administration (WPA), a new Bloomington Municipal Airport was completed and dedicated east of Bloomington on Route 9 in 1934. Art was involved in the planning of the airport and was named manager when it was completed.



Art Carnahan's official license, dated May 24, 1930, was signed by Orville Wright

His early years of barnstorming undoubtedly equipped him with the skills needed to maneuver this win.

~See Carnahan Page 12



~Carnahan from Page 11

During WWII, Art was contracted to train pilots for the Federal Civil Aeronautic program and operated the Navy's V5 and V12 Ground School at the Bloomington Municipal airport, training over 1,000 Navy pilots.

After the war Art set up the first regular flights to Detroit, New York, and Mexico City via Chicago on Ozark Airlines. Carnahan retired as manager of the airport in 1956 and bought a Beechcraft Bonanza, which he used to charter flights for executives at State Farm Insurance, Funk Bros. Seed Co., Biddle Advertising, and several other companies.

By the end of his career, Carnahan was fondly referred to him as "Mr. Aviation." It was a long career in which he spent hundreds of hours encouraging young people interested in



aviation. Poor health ended his flying career, but he continued his mentoring efforts until his death in 1974.

The McLean County Museum of History is fortunate to have several objects in its collection representative of Carnahan's career. Those of you who have

traveled through Bloomington's Central Illinois Regional Airport (CIRA) have likely seen the Tilbury Flash airplane, which hangs prominently in the main concourse. Several trophies awarded to Carnahan for winning air races and aircraft repair tools he used during his career are in the collection, as well.

~ Susan Hartzold, Curator of Exhibits

McLean County Museum of History

[skhartzold@mchistory.org](mailto:skhartzold@mchistory.org)

## 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)

EAA CHAPTER 129  
BLOOMINGTON-NORMAL, ILLINOIS





## Jim Hazen's Legal Eagle XL



Jim's throttle mechanism, still working on location and mounting

Jim has mounted his 1/2 VW engine to the LEXL frame. The engine was converted in Ely, Nevada and came with a 54 inch prop and gauges. Next step is to mount the panel, gauges and throttle mechanism.

# FOR SALE

## 1/5 Partnership Share N313AC - 1977 Piper Warrior II



Hangared at the Central Illinois Regional Airport, N313AC is owned by Aero Craft of Bloomington, LLC. Our annual was recently completed, which also included a biennial pitot static system inspection. The airframe has 4300 hours and the engine is at TBO (2200 hours). Aero Craft maintains a reserve fund and an engine overhaul will likely be performed in the next 12-18 months. Avionics include GNS 430, Garmin 496, ADSB in/out, Lynx NGT-9000 transponder, King KX170B (Comm/Nav 2) and King KMA24 Comm Panel. Very well maintained, planned improvements also include a WAAS GPS and an interior refurbishment. A maintained partnership operating agreement (i.e. Bylaws) is also in place.

Share price: \$11,000 – Monthly fixed expense \$80 – Operating expense: \$80/hr (Wet)

**Contact: Mark Rayburn at (309) 838-5125 or [rayebay@msn.com](mailto:rayebay@msn.com)**



## Aviation on-the-go!



**Kirk Sampson**  
[kirksampson@me.com](mailto:kirksampson@me.com)

**Aviation on-the-go!** A monthly dose of some of my favorite digital aviation content, books and podcasts.

**Kirk Sampson**

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About 10 months ago I got in touch with Charlie to find out about our chapter and learn more about how to get involved. How many of us had the same conversation? I was thrilled to find a group of like-minded people in Chapter 129 who like to hang out and experience aviation.

It has been an amazing year.

- Membership has grown!
- Teenagers are showing up for meetings, breakfast, and Young Eagle Events
- VFR Club has brought pilots and instructors together for safety related discussions
- We held two amazing fly-in events with participation from surrounding chapters
- Young Eagle Volunteers and youth participation is up
- Use of the Chapter Hangar is up

The future is all about you!

We need to understand what gets you excited about aviation and how that passion can shape and contribute to the value of our chapter. To that end a survey is going to be sent out in the next couple of weeks.

There are multiple purposes for the survey:

- Refresh your contact information and allow you to select the distribution lists/topics that interest you
- Understand your use of our social media and chapter website
- Collect ideas for events, programs, flying, building/restoration, STEM programs, mentoring, etc. that will focus opportunities in 2024
- See where you may be interested in contributing your talent and passion

Please take some time to fill out the survey online or respond via email to any of the questions/topics if you prefer. This will be immensely helpful for the team planning for next year. By the way, all are invited to help with the planning. Send an email to [EAAChapter129@gmail.com](mailto:EAAChapter129@gmail.com) or talk to Charlie if you want to help out. We meet occasionally during breakfast on Saturday morning.

You all are awesome! Thank you!





The FAA Safety Team offers a number of activities, courses, seminars and webinars at <https://www.faasafety.gov>. Following are a few current webinars.



### "How to Co-exist with Weather"

Topic: Accidents & How to Avoid Joining the Stats  
On Monday, November 13, 2023 at 18:00 CST:

**Select Number:** EA391251593

**Description:** Jeff Arnold is a former Flight Service Weather Briefer & Air Operations Manager. In today's Webinar he will talk about:

- Flight Service: Myths and Methodology
- Self-briefing: Why it's not as bad of an idea as it initially seems
- Pilot comfort w/WX
- Self-Brief transition strategies
- Website walkthrough & breakdown
- How to leverage Flight Service in 2023

To view further details and registration information for this webinar, [click here](#).

The following credit(s) are available for the WINGS/AMT Programs:

Advance Knowledge 1 - 1 Credit

### **Are You Fit for Flight?**

You inspect your aircraft before and after each flight. Are you inspecting yourself as well? Our latest FlySafe GA Safety Enhancement topic, "Are You Fit for Flight?" discusses the importance of checking in with yourself before each flight to make sure you are fed, hydrated, rested, and emotionally fit to fly. Similar to a preflight checklist used to inspect critical parts of your aircraft, the I'MSAFE checklist helps you assess your own personal fitness for flight. Review this checklist and other important information here [medium.com/faa/are-you-fit-for-flight-2195ad664ad7](https://medium.com/faa/are-you-fit-for-flight-2195ad664ad7).

### **Surviving the Season: Best Practices for Winter Weather Readiness**

Winter weather presents some supreme conditions for flying, but there are some vital things to consider and areas to plan for if you do. As the seasons change, so should your approach to flight. Make sure both you and your aircraft are equipped for colder temps and winter precipitation. For tips on how to best prepare for winter flying, see the article "Surviving the Season: Best Practices for Winter Weather Readiness" at [faasteam.medium.com/best-practices-for-winter-weather-readiness-f359c2920b7a](https://faasteam.medium.com/best-practices-for-winter-weather-readiness-f359c2920b7a) in the Nov/Dec 2023 issue of *FAA Safety Briefing*. See the entire winter-themed issue at [www.faa.gov/safety\\_briefing](https://www.faa.gov/safety_briefing).

Also, be sure to check out the panel on winter survival techniques from last week's *From the Flight Deck GA Pilot Winter Prep Workshop* at [youtube.com/watch?v=hnrMHzeMqxY](https://youtube.com/watch?v=hnrMHzeMqxY).



## Webinars, Podcasts, Videos!

Keep in touch with what is happening each month with the **Chapter Video Magazine**. **Charlie Becker and Jack Pelton** discuss current events and activities at HQ.

**November Video!**



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

## Wanted

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EAA CHAPTER 129  
BLOOMINGTON-NORMAL, ILLINOIS



Our **October and November webinars** are free of charge and cover topics that include aviation history, piloting tips, fascinating stories, and more. We're sure you'll find a presentation to enjoy!



**EAA**  
**Webinars**  
INTERACTIVE | EDUCATIONAL | MOBILE



Be sure to check out the October/November edition of **Midwest Flyer Magazine**.

**[Click here for link to website!](#)**



## EAA Chapter 129

### 2023 Calendar of Events

November 15 - Fallen Heroes Tree of Honor  
Tree Lighting Ceremony- 5:00 pm

November 16 - Chapter 129 Monthly Gathering

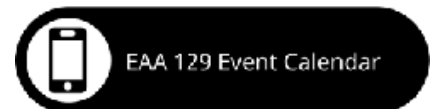
November 18 - Chapter 129 VMC Meeting 0900

December 9 - Chapter 129 Holiday Party  
7:00 am to 11:00 pm

Every Saturday 7 to 9 AM - Gathering of Eagles at  
EAA Chapter 129 hangar F-15



- **November 18 0900**
- Complimentary 6 month EAA memberships available
- Qualifies for FAA WINGS credit!
- Come early for breakfast



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.



### Chapter 129

Charlie Bates-President, Treas  
Jason Jording-VP  
Doug Reeves -Secretary  
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