

The Flypaper

Promoting Sport Aviation in Central Illinois for More Than 60 Years



It's July, and for many of the 200,000 EAA members around the world, that means planning for the annual trek to AirVenture in Oshkosh. Last year's event was the biggest ever with over 650,000 in attendance and over 10,000 planes. Oshkosh will be the busiest airport in the world for one week in July.

Chapter 129 Gathering - Our July gathering will be Wednesday night, July 26, 6:00 PM, in the Relleumtdats Campground. See the map for location. Follow Knapp South to Waupun Rd to the campground entrance. We will serve burgers and brats - bring a lawn chair and a dish to share. We are in a great spot to watch the Wednesday night air show.



Annual Chapter 129 Photo at the Brown Arch. - Meet at the Brown Arch on Wednesday at noon for our group photo!



EAA Ford Tri-Motor Returns to BMI

The recently restored EAA 1929 Ford Tri-motor 4-AT-E made a weekend appearance at Bloomington Thursday July 6 through Sunday July 9. This Tri-motor, NC8407, was the 146th plane off Ford's assembly line and the 76th 4-AT-E. It first flew on August 21, 1929. The history of NC8407 is interesting first flying the east coast routing for Eastern Air Transport company. In 1930, it was leased to Compamia Nacional Cubana de Aviacion Curtiss where it inaugurated air service in Cuba. Later, it was flown by the government of the Dominican Republic. NC8407 served more roles later in its life as a crop duster, a borate bomber for aerial firefighting, and later as a jump plane for smoke jumpers. Finally, it became a barnstorming tour plane, a movie set plane, and now an EAA tour plane.

Captain Bill Thacker and our EAA and PAM crew welcomed folks each day despite the weather. Thursday the plane arrived shortly before noon and was promptly unloaded and with the help of quite a few volunteers, tables, chairs, and safety rope with stanchions from Prairie Aviation Museum were delivered and set in place. Charlie Bates and his team brought tables, coolers, water, and ice from the EAA hanger. There were banners and scissor billboards



posted along Illinois Rt. 9 to attract attention.

Together, a great team made the work of preparing for guests a short task.

Thursday was scheduled as "local media day" with invitations having been sent to local newspapers, radio, and TV stations. WYZZ Fox 43 and WMBD CBS 31 reporter Breanna Rittman brought



her news camera and interviewed several guests who were taking the Tri-motor flight as well as Captain Bill. Breanna had the opportunity to personally take a media flight to let her experience what travel in 1929 aviation was like. The EAA appreciates her interest in this event and spent most of her afternoon filming and interviewing.

Friday started off overcast and misty so there were no flights before noon. As the afternoon wore on, the clouds cleared enough for three flights to be given.

Saturday and Sunday were excellent flying days, and six flights were given each day.

Before each flight, a historical briefing was given to the seven passengers helping them understand the background of this specific Trimotor. Also included was a safety



briefing that is like that given to commercial airline passengers.

The flight was a trip around the Bloomington/Normal area at a comfortable two thousand feet elevation, low enough to easily see the local community and high enough to enjoy the adventure of the historic flight.

This type of event could not have been possible without the support of



EAA, Captain Bill Thacker, members of local EAA Chapter 129, volunteers from Prairie Aviation Museum and many, many other friends of the Tri-motor.

Watch for NC8407 at this years EAA AirVenture beginning July 24 through July 30 at Oshkosh Wisconsin.

~Doug Reeves



June Chapter Gathering

Our Chapter 129 June 15th gathering featured speakers from the local Civil Air Patrol squadron, represented by senior members Andy Peterson and George Eales. Previously, we had learned about the search and rescue aspect of the Civil Air Patrol, however this evening was focused on the cadet program. The local McLean County Composite Squadron recently began meeting in the EAA hangar and this presentation provided the opportunity for members to learn more about the weekly meeting focus and overall program.

The cadet program is focused on youth age 12 to 18. The curriculum is based on 4 content areas, Leadership, Aerospace, Fitness, and Character development. While a military style uniform is worn by the members, there is no obligation to join the military. A portion of the youth do chose to follow a military career, from any of the branches of service.

If any EAA members would like to visit, the squadron meets on Tuesday evenings from 6:30 PM to 9:00 PM. Feel free to visit or simply look for the youth practicing marching drills or exercising in the parking lot just north of the EAA hangar on Tuesday evenings.



CADET FACT SHEET

PROGRAM BASICS

KEY TRAITS OF CADET LIFE

- ✦ The Uniform
- ✦ Aerospace Theme
- ✦ Opportunity to Lead
- ✦ Challenge
- ✦ Fun

CORE VALUES

- ✦ Integrity
- ✦ Service
- ✦ Excellence
- ✦ Respect

PROGRAM ENVIRONMENT

- ✦ Adult volunteers supervise & mentor cadets
- ✦ 1,000 hometown squadrons
- ✦ 2 hour weekly meeting
- ✦ 1 "Saturday" event monthly
- ✦ Annual, week-long, overnight encampment
- ✦ No military commitment

CONTENT AREAS

LEADERSHIP skills for a diverse, democratic society

AEROSPACE career explorations

FITNESS and the lifelong habit of regular exercise

CHARACTER for making good choices

OUR CHALLENGES

#1 FACTOR FOR SUCCESS

Strong adult leadership at the local level

#1 NEED FOR GROWTH

Financial support for disadvantaged youth

DEMOGRAPHICS

All statistics are rounded averages



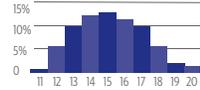
Total enrollment about 25,000



75% white
25% non-white



75% male
25% female



Median age 15.6



Out-of-pocket costs average \$200 - \$400. Financial aid is available.



24,000 powered flights yearly



10,000 glider flights yearly

OUTCOMES

CADETS

- 97% "CAP has been a turning point in my life."
- 96% "I've started to think more about my future because of CAP."
- 87% "I do things at CAP I can't do anywhere else."
- 82% "I earn As & Bs at school"
- 81% "I am interested in a military career."
- 76% "I am interested in an aviation career."
- 65% "I am interested in a STEM career."

PARENTS

- 95% "My cadet has become better at taking feedback."
- 92% "I've seen improvements in my cadet's overall attitude."
- 78% "My cadet's performance at school has improved."

LEARN MORE
GoCivilAirPatrol.com

Today's cadets... tomorrow's aerospace leaders



Chapter 129 Ray Scholar Selected



We are pleased to announce the selection of Collin Sampson as the 2023 Ray Scholarship winner! Collin was selected from a group of four applicants by the Chapter 129 Scholarship Committee and the scholarship was approved by EAA on July 7, 2023.

Collin is an honor student at University High School and will enter his senior year this fall. He is currently in the process of selecting a university where he plans to study Aerospace Engineering. Collin's goals include becoming a

Certified Flight Instructor and sharing the wonder of aviation with others while applying his pilot experience to his engineering career.

The Ray Aviation Scholarship grant will total \$11,000 to be applied to fund flight training for Collin's Private Pilot Certificate.

Thanks to Charlie Bates, Doug Reeves and Bill Thacker for serving on the Chapter 129 Scholarship Committee. Congratulations Collin!

~Wayne Aldrich

Chapter 129 Ray Scholarship Coordinator

Editor's note - Collin is Chapter 129's fifth Ray Aviation Scholar in five years. We are fortunate to be chosen by EAA to offer our young aviators this opportunity to start their flying career.

September Chapter Gathering

'Hey, let's do it again in September' said Bill Thacker. A chapter gathering and Fly-In pancake breakfast? 'Yup.' You're sure? 'Yup.'

Okay 129 members, mark your calendars for September 22 & 23, watch for opportunities to volunteer for another fun fly-in event at 11LL. More to come!

September 22 Chapter 129 Monthly Gathering at 11LL and movie!

September 23 - Chapter 129 Fly-in/Drive-in Pancake Breakfast



AN UNFORGETTABLE RIDE

Josh Fisher

If you are instrument rated or have received some instrument training, you might recall studying or experiencing spatial disorientation and the concept of somatogravic illusion. One effect of the illusion is that, without visual reference to your orientation (flying in IMC, for example), an increase in airspeed causes the sensation of pitching upward and a decrease in airspeed causes the sensation of pitching downward. If you've never experienced it, here's an idea: take a ride in a Grumman C-2 Greyhound for an approach and arrested landing on one of the United States Navy's eleven aircraft carriers. If you do not happen to be serving with the US Navy, that may seem to be an impossible proposal. Seven years ago, I felt the same way.

In 2016, I was invited to be one of sixteen civilian representatives of the National Intercollegiate Flying Association (NIFA, see inset) to be guests of the Commander of Naval Air Forces on a Distinguished Visit (DV) to the Nuclear Aircraft Carrier USS Carl Vinson, CVN-70. A DV is a way for the Navy to share its overall mission with a larger community by giving up-close and personal experience to representatives from organizations such as educational institutions, corporations, community/industry leadership organizations, and others. Since NIFA is an organization which seeks to enrich collegiate aviators through excellence in education, skill, and professionalism, the Navy saw our visit as an excellent opportunity to reach a very valuable population. The select group for NIFA's DV assembled at Naval Air Station North Island in San Diego, CA on June 5th, 2016. We received a detailed safety briefing and geared up with our life preservers and cranial protection. We then proceeded single-file aboard the transport aircraft.

We departed North Island at approximately 2:00 PM aboard a US Navy Grumman C-2A Greyhound, number

162145, operated by Fleet Logistics Support Squadron 30 (VRC-30), also known as the "Providers." The C-2 is a twin turbo-prop, high-wing, carrier-capable cargo aircraft. It is designed to carry supplies, mail, and passengers to and from aircraft carriers. This mission is known as Carrier Onboard Delivery (COD), and the Greyhound is more commonly referred to as the "Cod." The aging C-2 has since been placed on an accelerated retirement schedule, with the COD mission being transferred to the VTOL capable V-22 Osprey by the end of 2024. When configured for passengers, the C-2 utilizes aft-facing seats to increase survivability in a hard landing or crash. There were no windows in the cabin, and the sound was deafening even with double hearing protection! The flight to Carl Vinson took about 45 minutes.



Regarding spatial disorientation, the most prominent effect came from multiple speed and pitch changes during the initial approach to the carrier. Given our aft-facing orientation, all the effects were also reversed. At one point during a maneuver, we got the sensation that the airplane was pitched up to what seemed like 45 degrees. I remember my friend Erich looking over to me and shouting, "It feels like we're stalling!" It was quite a ride, for sure!

~See *Unforgettable Page 6*



AN UNFORGETTABLE RIDE

~ Unforgettable from Page 5

The final approach to the carrier felt erratic! It started with the propellers of the Allison T56 turboprop engines going into high RPM. This reinstated the deafening roar and signaled landing was imminent. About thirty seconds before touchdown, the crew members in the aft cabin raised their arms and shouted, "Here we go! Here we go! Here we go!" which was our signal to brace for touchdown. Imagine being a powerless passenger in a seat with no visual reference which, at any moment, was going to decelerate from 100 knots to zero in 2 seconds. The anticipation was overwhelming! All of a sudden, "SLAM!" For a split second, it felt like just a hard landing. Before that second expired, we felt our bodies being pressed to our seats at between 2 and 3 G's. Good trap! Cheers erupted from all of us!

I will never forget the first view out of the Cod. The aft cargo doors opened and all there was to see was the deep blue of the Pacific. It was so striking to me, as I had never actually seen the Pacific before and here I was on top of it nearly 80 miles from land. I sat, mesmerized, when suddenly from out of view came a Boeing F/A- 18E Super Hornet. It taxied from left to right and then nosed right at us. We disembarked single-file through wind, steam, jetwash, and the roar of carrier operations. Welcome aboard the USS Carl Vinson!

We were led to the first deck below the flight deck to the Captain's hospitality cabin where we were greeted by Lieutenant Commander David Bennett, Public Affairs Officer (PAO). LCDR Bennett oversaw our entire visit aboard the ship. We were next welcomed aboard by Executive Officer (XO) Captain Eric Anduze and Commanding Officer (CO) Captain Doug "V8" Verissimo. They all had some welcoming remarks. I distinctly remember CAPT Verissimo telling us that over the next 24 hours we would meet the ship's crew and learn that they were "truly a cross-section of America." He was certainly



right. I could write volumes about the experiences we had aboard CVN-70 in only 24 hours. It was a sensory overload in every sense of the phrase.

Immediately after meeting the commanders, we re-donned our protective gear and proceeded for a tour of the flight deck – that is to say – the **active** flight deck. The Super Hornet pilots were

undergoing carrier qualification, which meant that this was, for most of them, the first time operating on and off the carrier since they transitioned from the T-45 trainer. Split into two groups, we spent approximately 15 minutes in each of two stations. One station had us toward the stern of the ship standing roughly 15 yards from the touchdown zone where the arresting cables are located. We saw one landing about every two minutes. It was truly awesome to stand so close to the action!

~ See Unforgettable Page 10





Young Eagles 2023



Dustin Davis
Young Eagles Coordinator

W E had two GREAT Young Eagle Rallies since the last publication! We made a change to the June schedule. We had a request from a summer camp to do a private event on June 22nd. This is a Thursday 9-11am. I texted our regulars and found enough volunteers to make it happen and because of pushing the May event back a week and adding this private event on the 22nd, we eliminated the June 17th event. This would have been 3 Rallies in 26 days and I don't want to burn out our volunteers.

O n June 22, we had 10 pilots fly 68 kids (43 first timers!) at the CMI event for the 'See U Around Town' organization, helping kids experience a variety of careers. Thank you to our 9 Young Eagles that gave back by volunteering at this event.

The July 15th Young Eagle Rally in Bloomington was looking like it would need to be called off due to weather Friday night but waiting until morning to call it allowed the weather to clear. We had 36 of the 70 kids registered cancel Friday night but with the **Prairie Aviation Museum Open Cockpit Day** event next door, we were able to get some walk ins and ended up with a total of 53 kids getting flights with about 30 first timers.

~See Young Eagles Page 8



Young Eagles 2023

~From Young Eagles Page 7

We had 7 pilots and 18 ground volunteers, 10 of them being Young Eagles, 2 of which are Ray Scholarship recipients. If you are interested in being a pilot or ground volunteer at a future events, please text Young Eagle Coordinator Dustin Davis at 309-532-8180. We have 2 events scheduled next month. August 5th is a private Boy Scout Event in Rantoul and August 26th is open to the public in Mattoon.

It have been a great year so far with Chapters 29 and 129 combining to complete **5 Rallies with 269 kids flown** and that is not counting non rally Young Eagle flights that have been given in between.

Great work everyone! **AS ALWAYS, A HUGE THANK YOU TO ALL WHO SUPPORT TO MAKE THESE EVENTS POSSIBLE!**

~Dustin



August 5 - YE Rally Rantoul
August 26 - YE Rally Mattoon

Aviation on-the-go!



Kirk Sampson
kirksampson@me.com

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

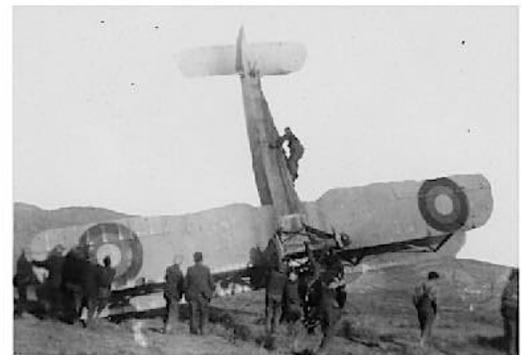
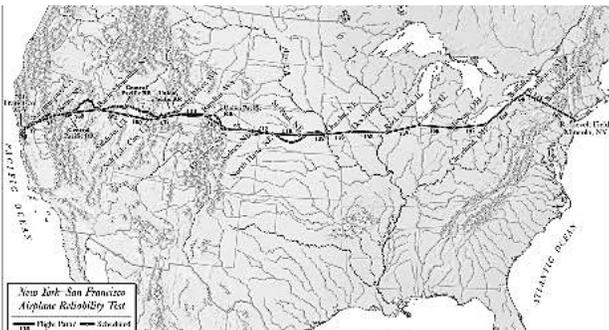
Kirk Sampson

This month I had a couple weeks of vacation and before I left I texted a couple people about book recommendations and I picked John Lancaster's book The Great Air Race - Death, Glory, and the Dawn of American Aviation. John is a journalist who is also a private pilot and loves all things aviation. He captures the challenge with aviation after WWI when the United States was lagging behind France and many other European countries who effectively used planes in the war and were starting to build their air forces and apply aviation to commercial endeavors. Billy Mitchell a WWI war hero desperately wanted to form a dedicated US Air Force and needed a way to demonstrate the capabilities of airplanes and the possibility for commercial air travel and air mail so he got support to host a national air race between east and west coast - a round trip of 5,400 miles with 20 required stops each way. This all takes place in 1919 - there are very few air fields, no infrastructure, limited maps useful for air travel and a big kicker - the planes available at the

time were WW1 surplus that were designed for short dog fighting or spotting missions. Flying in 1919 was not safe - particularly when you consider the threshold for safety in place today!

The book is a collection of stories about the 62 planes who participated in the race, the 50 crashes resulting in 9 deaths, and the 8 who actually completed the race. After reading this book you will have an appreciation for the near real-time weather information you have at your finger tips, the reliability of your plane and engine, the ability to communicate and navigate, all in comfort. This race has been classified by some as the beginning of commercial aviation in the US. At the end of the book John shares a bit of his personal journey tracing the route these brave teams used. I love that he used the trip to justify purchasing a plane to his wife.

John Lancaster was interviewed on the the Pilot's Discretion Podcast Episode 44 in January.



On his return trip from San Francisco, Brailley Gish overshot the landing area at Rawlins and nosed over, causing damage that took a day to repair. National Archives



Flying yourself into EAA AirVenture Oshkosh is a rite of passage for some pilots, a bucket list item for many others, and an annual must-do for still others. Whichever category you're in, arriving at Oshkosh is only difficult if you're not prepared. Read the NOTAM



If the headline for this story was "One Tip for Flying in to AirVenture," this would be it. Some NOTAMS are one or two sentences — ours is 32 pages, and it's an absolutely mandatory read before you fly in. Wittman Field in Oshkosh becomes the busiest airport in the world during the week of AirVenture, and that only works because people follow the rules in the NOTAM. It's available as a [download](#) or you can [order a printed copy](#) and we'll send it to you for free, as long as you promise to read it.

Here are [ten tips](#) to make sure you're ready when the time comes.

AN UNFORGETTABLE RIDE

~ Unforgettable from Page 6

The second station was up toward the bow next to the main catapults. I have one word for you: afterburners. As you might know, Navy jets (with the exception of some more modern aircraft) set full afterburner prior to catapult launch from the deck. In the case of the Super Hornet, it's full military power (maximum thrust without afterburner). You have never known the definition of the words rumble and roar until you've stood ten yards from two General Electric F414 engines spooled up to takeoff power. A few pre-launch checks and then SHOOT! Zero to 140 knots in two seconds. Later that evening, we would have the chance to observe both take-offs and landings under cover of night, which was a sight only to be described as spectacular! You would hear the same roar, but all you could see were the aircraft beacons blinking. Shortly after the cat-shot, you would see the two afterburners light up as the aircraft climbed away from the carrier deck.

We also had the opportunity to observe flight deck operations from the ship's bridge. I have never observed a more hellish work environment. Jet blast everywhere, props turning, rotors spinning, aircraft taxiing, high winds, deafening noise; the flight deck seems like unpredictable chaos, and yet the sailors running it



seem to move like the gears inside a finely constructed watch. I saw one sailor turn just in time to duck underneath an advancing wing's leading edge, spin 270 degrees, lunge forward to dodge the horizontal stabilizer of the same aircraft, and then shield himself from the jet blast as it turned its tail to him. Those people are so finely tuned into their environment that they make it look not dangerous at all. The job training must be intense. What's even more intense is the trust between deck crews and flight crews. The safety of each depends on clear, accurate signaling and 100% flawless judgement

and execution. Minor missteps can mean deadly consequences!



Much of the visit included touring the many departments and crew spaces below deck. Unfortunately, the nuclear reactor room was off-limits and I may still, to this day, have my own file at the NSA for inquiring about it. We saw crew quarters, the hospital, recreational facilities, the hangars, wards and messes, aircraft

maintenance, and the bridge. What was truly incredible during those tours was meeting the officers and sailors. From their hometowns to their hobbies, we learned so much about dozens of the thousands of people aboard the ship. Some especially stood out.

~ See Unforgettable Page 11



AN UNFORGETTABLE RIDE

~ Unforgettable from Page 10

I had the privilege of drinking coffee in the officer's ward with the ship's nurse. Please note, nurse is singular. While deployed, the total complement of the ship can exceed 6,000 people. She informed me that the medical staff is comprised of about 25 people including one nurse, one physician, and a couple dozen corpsmen. I was in awe at how much responsibility is placed on such a small staff. I remember asking her, "What would happen if a virus broke out on the ship?" She grinned and said something to the tune of, "I prefer not to think about it." Keep in mind, this was years before COVID. I thought of her then, too. She and I had a very enjoyable conversation, and I learned about her family in Virginia and how she looked forward to seeing her son and daughter again, soon.

Let me ask you this: how did you sleep last night? Have you ever slept one deck below an active carrier flight deck during night ops? We did. Our rooms were just one deck below and only a matter of yards aft of the main catapults. Once every few minutes, the roar of an F-18 preparing for launch would fill the cabin with noise which can only compare to the sound of sleeping under Niagara Falls. Needless to say, getting to sleep was difficult. I did not mind, though. Eventually, the pure exhaustion of a long day of touring the ship put me out like a light.

Day two aboard Carl Vinson involved breakfast as guests of the senior enlisted sailor, Command Master Chief Martin Barnholtz. We also got the chance to perform a FOD check of the entire flight deck alongside several hundred sailors. All lined up, we walked slowly from bow to stern (two words which some of us learned on the trip) while country music played over the superstructure loud speaker. No debris was too small to be picked up. Being that operations were not to start for a few hours, we had a

chance to freely walk about the deck, enjoy the calm atmosphere, and take some pictures. It was a gray overcast day with a stiff, cool breeze. I tried to imagine the deck during flight ops in the middle of a storm and rough seas. It must be unimaginable.



Day two was departure day. The anticipation of a catapult launch began building in all of us about two months before we even left for San Diego, and now it was time! I should remind you that, in the Cod, passengers sit facing aft. Imagine yourself strapped into a seat that suddenly accelerates backwards at about 120 knots. You do not

get pushed into your seat. The acceleration forces now try to throw you out of it. As you would hope, we received a detailed safety briefing prior to departure. The sailors prepped us with what I would describe as "tips and tricks to getting through a cat-shot unscathed." LCDR Bennett told us that the intensity of a cat-shot to the uninitiated is "so



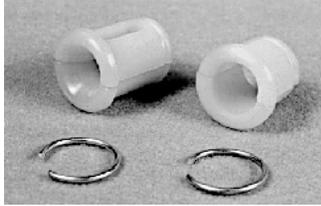
great that you'll be begging for it to stop and, as soon as you reach that point, it will be done." Having put on our safety gear, we left the briefing room and proceeded out to the Cod, its props already turning.

~ See Unforgettable Page 13



Builders Updates

More progress on **Jim Hazen's Legal Eagle XL** - Adding fairleads for the control cables this month.



Update on **Bill Thacker's 172** - getting a new paint job at USA Aero Refinishing in Lawrenceville. After removing all the control surfaces and fairings 70G is now completely stripped of the old paint and has been thoroughly cleaned with MEK. After the MEK wash it was etched and treated with alodine to neutralize and prepare the surface for paint. Next steps are to prime and do any surface repairing followed by more primer and then on to the color coats. Jessica at AERO said it will most likely be there another tree weeks. Can't wait to see my barn find 13,000 hour 172 back to her nearly new condition.



EAA CHAPTER 129
BLOOMINGTON-NORMAL, ILLINOIS



AN UNFORGETTABLE RIDE

~ *Unforgettable from Page 11*

Taxi to the catapult was fairly quick. A bump here, a knock there and we were hooked up. The engines ran up to maximum power. The pre-launch checks began and the minute to follow felt like an hour. Suddenly shouted from the aft cabin was "Here we go! Here we go! Here we go!" I leaned forward into my harness. My hands gripped tightly to the two loops on my shoulder straps. Once again, the anticipation! I was just starting to wonder if we were going to go, when suddenly the most extreme force I have ever felt sent us rocketing down the deck.

My whole body became tense and my legs flew forward, pressing into the seat in front of me. While nothing near the intensity of a typical day at the office for a fighter pilot, it was bordering on overwhelming to me. Then, as if by the flip of a switch, it was over. Cheers, again, erupted from all of us. "Again! Again!" shouted some. A little less than an hour later, we were on the ground at North Island.

How can one sum up an experience like that? Like I said before, it was sensory overload, and I could probably write several pages more to describe it. We got to experience something that less than a thousand civilians get to experience each year. That's a very tiny sample of the population; a privilege and an honor, as well. In summary, I departed east from San Diego with two main thoughts:

1. The men and women of the United States Navy are some of the hardest working, most dedicated people I have

ever met. They make great sacrifices to do their jobs and we should all feel secure knowing that they are there. I believe they are the best of us.

2. Becoming a Naval Aviator is an incredible feat. The training and discipline it requires is virtually unmatched. I do believe that any pilot who is truly dedicated to education, safety, achieving the highest level of professionalism, and giving their best effort 100% of the time exhibits the exact qualities that are sought by ALL aviation organizations.



I can safely say, and I do believe I speak for my fellow representatives,

that my experience as a Distinguished Visitor of the United States Navy was one of the most incredible things I have experienced in my life. It is a highlight on the list of things I have done as an aviator which I never thought I would ever do, and which I still cannot believe I did years later. Go Navy!

~*Josh Fisher is an Akron, Ohio native, member of Chapter 129, and soon-to-be resident of Lexington, Illinois. He has been flying for 13 years and is currently a pilot for United Airlines where he flies the Boeing 757 and 767. His wife, Jessica, is a Chenoa, Illinois native and is also a pilot for United flying the 777. Josh enjoys sharing aviation with all people and has particular interests in flight instructing, aviation history, and vintage aircraft.*

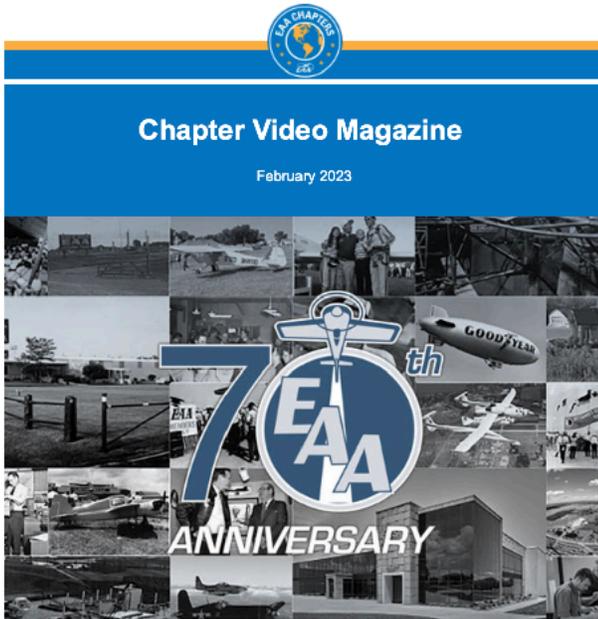


Wanted

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

Webinars, Podcasts, Videos!



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



Click here to access EAA Webinars



Be sure to check out the June/July edition of Midwest Flyer Magazine

Click here for link to website!

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EAA CHAPTER 129
BLOOMINGTON-NORMAL, ILLINOIS



2023 Calendar of Events

July 15 - YE Rally Bloomington

July 24 to July 30 - AirVenture

July 26 -Chapter 129 Monthly Gathering at AirVenture

August 5 - YE Rally Rantoul

August 17 - Chapter 129 Monthly Gathering

August 19 - Chapter 129 VMC Meeting 0930

August 26 - YE Rally Mattoon

September 16 - Chapter 129 VMC Meeting 0930

September 22 - Chapter 129 Monthly Gathering at 11LL

September 23 - Fly-In Pancake Breakfast at 11LL

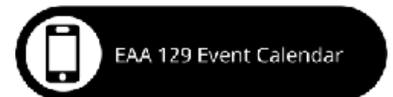
October 19 - Chapter 129 Monthly Gathering

October 21 - Chapter 129 VMC Meeting 0930

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



- **August 19 0930**
- 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.



EAA CHAPTER 129
BLOOMINGTON-NORMAL, ILLINOIS



Chapter 129

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

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