



# The Flypaper

Promoting Sport Aviation in Central Illinois for More Than 58 Years



## October Meeting

We were treated to a variety of member's chili recipes and deserts at our October meeting. Charlie Bates presented a timeline of exploring Alaska with members Bassel Fares, Shannon Fegley and Rhino the wonder dog.

The presentation highlighted the five day trip back to KBMI from Ketchikan, AK in Crosswinds' Archer, including scenic pictures, lots of route planning details with many mountain-pass waypoints.

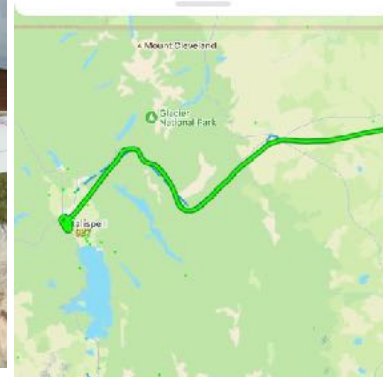


Bassel, Shannon, Charlie and Rhino

08/25/2022 02:44PM MDT  
08/25/2022 06:19PM MDT

GGW Wokal Fld/Glasgow-Valley County Glasgow, MT  
Diversed \$27 Kalspell City Kalspell, MT

[More Details](#)



You Have Information November!

## November Membership Meeting

Please bring your favorite SOUP recipe or a complimentary side dish.

Thursday, November 17 at 6:00 PM

*This is election month. We will select our officers and board members for 2023 and discuss some of our goals for the year.*



Bring a dish to share!

## Our Future Aviators



**Rachael Henderson YE  
Coordinator**

**That's a wrap!** The 2022 Young Eagle Rally flying season has officially ended. But you can still fly young eagles independent of an organized event.

Just make sure you complete all the necessary paperwork, mail

the waiver form to EAA, depart

and land at the

same airport and take no more than 3 passengers regardless of how many passengers your aircraft can carry.

Make sure to check your status too. Simply login to YEday.org to view your profile and check for currency. I

need to retake the youth protection training course in January which will make me current for another 3 years.

If you have any questions don't hesitate to ask.

Our last event was held at Willard Airport with a few obstacles. It was a warm but very windy day. Due to the extra aircraft on the field for the U of I homecoming we had to stage ourselves outside and down by the gate



near Stu's quonset hut. To say we were cold is an understatement. As unusual we managed to pull off the event regardless of our environment. It is the work of fantastic volunteers. I want to personally thank all our

volunteers. We had a great season with many veteran volunteers and a few new ones. Welcome to all our new pilot and ground volunteers and may we continue to encourage and recruit more volunteers year after year to keep this program alive for our both chapter 29 and 129.



**Wayne Aldrich, EAA Chapter  
129 STEM Coordinator**



**We** have been coordinating with math and science teacher, Kim Rohlwing at Normal West High School to provide aviation education as a part of her STEM Trig class. Working with Kim, we will modify the existing "Introduction to Aviation" presentation developed by

Chapter 129 and add classroom exercises that are intended to inspire interest in aviation and aviation careers. Two classroom sessions are planned for late January.

The classroom sessions will be followed by a "Day at the Airport" field trip in the spring featuring tours of the CIRA Tower, Fire Station, OSF LifeFlight hanger and Prairie Aviation Museum. Students will also be encouraged to sign-up for a Young Eagles Flight.

Our goal is to take the aviation program introduced at Normal West to other area high schools and STEM education providers. Future plans may also include student membership in the chapter and participation in chapter sponsored build projects.

If you are interested in learning more about the aviation STEM program, please contact Wayne Aldrich at [waldo26z@yahoo.com](mailto:waldo26z@yahoo.com).





## Chapter 129 Builders Update

Jim Hazen has started covering the wings on his Leonard Milholland designed Legal Eagle XL. The ailerons were covered last month and the folding mechanisms added. More from the designer, Leonard Milholland, at: <https://www.youtube.com/watch?v=RbM0PkhH5Xc>



One wing mostly covered on LEXL



Welding fittings for tail feathers folding feature



Final fitting of both pieces of fabric on the right wing



## Chapter 129 Elections

We will be holding elections for Chapter 129 officers and board members at the November meeting. If you have interest in helping lead our chapter for 2023, please contact me at [cmbates50@gmail.com](mailto:cmbates50@gmail.com) so I can put you on the ballot.

The expectation for our officers is that they attend an EAA Leadership Academy event, attend quarterly board meetings and participate in the development and execution of a strategic plan for our chapter for 2023.

EAA CHAPTER 129  
BLOOMINGTON-NORMAL, ILLINOIS



Our Leadership positions are:

President, Vice President, Secretary, Treasurer, At-large board members

## The Sweetest Cub



**"Flight of two Cessnas**, you are cleared to land on Runway 36. Welcome to Oshkosh!"

So there I was on final with my beloved C-170, following Bill in his "barn find" 172. We were the advance group of our extended OSH family arriving early on Wednesday to start setting up camp. A while later when unpacking, Mark Dankel arrived in Bill's just-restored Piper. It looked gorgeous, this shiny yellow Cub, even better than when it left the Lock Haven factory in 1953.

To be honest, at the moment, I only took a quick glance, no doubt a superb restoration. And while I love Cubs, I shamefully recognize that I only dedicated a few minutes to walk around. Later that day, my "boss" Jim Busha, editor at large of this magazine, arrived to say hi. After the usual pleasantries, I focused on trying to steal his convertible VW Beetle; luckily, I succeeded, as he was distracted by Bill's Cub and interested in story about it. While enjoying my drive in the Beetle around the OSH grounds,

I was thinking, "Why did Jim want a story about this Cub?" It was time for a better look. Obviously, this was not just another pretty restoration.

Knowing how humble Bill is, I decided to use a different source for this story to get all the details. If Mark was the designated pilot to fly it to OSH, he probably had something to do with the restoration. I wasn't wrong.

Here is the story of The Sweetest Cub you will ever see or fly, as told to me by Mark Dankel. This is a story about love, not just an airplane.

*"Piper niner-three Zulu cleared to land on the yellow dot. Welcome to Oshkosh."*

At just under three hours, it had been an easy flight from Thacker Airport (11LL) in Chenoa, Illinois, with only a brief period of MVFR and some light precipitation. The cabin heat was enough to offset the cold, damp air in the rain showers, permitting the door window to be left open. Now, with Lake Winnebago coming into sight, the clouds parted, and OSH was bathed in sunlight. It had been nearly 20 years since my last arrival, this time in **The Sweetest Cub**.





## The Sweetest Cub

This is a story about a restoration, but not in the usual sense. The Sweetest Cub does narrate the resurrection of a well-used Cub with several previous lives, owners, and N-numbers, to again become pretty, proud, and safe. Still, it is not a forensic walk through every granular detail. Instead, it is a community of families and friends who have shared their lives for 40 years at OSH and 11LL. Celebrating friendship, flying, and occasionally solace in tragedy.

*The Sweetest Cub* speaks the voices of pilots young and old who have flown it, of students it

under wheels.

Despite being raised by a career naval aviator, I learned to fly late in life - in my 30s - on KOAK's North Field, just 12 miles south of the now-closed NAS Alameda, whereas as a tot, I used to climb and out of my father's squadron airplanes. You can't do that anymore. The U.S. Navy has decided 4-year-olds threaten operational readiness and national security. I was taught to fly by Lou Fields, a retired Navy fighter pilot and veteran of World War II in the Pacific, Korea, and



has taught to fly or who have gained tailwheel endorsements, and hundreds who've enjoyed the joy and wonder of flight in a small, classic airplane for the first time. It is also about how this Cub and its family and friends returned to the sky, one who thought he would never again

hear the  
rush of  
grass

Vietnam. He used taildraggers, the Navy's flight curriculum, and the Navy's standards. After gaining my private, I bought a Citabria (N2994G), which made a few trips to OSH, and then a Luscombe 8A (N77819), which I flew cross-country via OSH '97, where I met Bill and Janis Thacker (EAA 202172, Vintage 7513) and "the tribe."

**I was again a pilot,  
brought there by  
The Sweetest Cub,  
the generosity of  
friends Bill and Janis  
Thacker, lifted by the  
memory of my father  
and Lou Fields, both  
gone west.**



## The Sweetest Cub

My wheels touched down midday on Saturday, July 27. I tied down in Vintage aircraft camping, pitched my tent near Paul's Woods, and wandered off. When I returned, my tent was surrounded by a group who had obviously known one another for a very long time and had the OSH camping thing down to a science. They had set up a cooking area and tents for their families, including really young kids, which made me smile. Several introduced themselves, and the following day, Robert "Jungle Bob" Crissman (EAA 840073), who flew 400 hours in an H-21 on two tours in Vietnam, handed me a cooking utensil and pointed at a grill. Breakfast KP duties were assigned and accepted; apparently, I'd been adopted.

I returned to OSH with the tribe every year until 2002, first in a Cessna 140 (N89173), which replaced the Luscombe 8A, and then a Piper PA-22/20 (N6671B), acquired after a transfer to southeast coastal Georgia (KSSI). Every trip routed through a little bit of heaven - Bill and Janis' grass strip in Chenoa, Illinois, where we'd rendezvous for a pre-OSH celebration and fly out together the next day. If you wanted to camp together, you had to arrive together.

Post-9/11, I assumed duties in the western United States and moved to Las Cruces, New Mexico, but regrettably, there was no room in the inn at KLRU; no hangar availability. Like 70 percent of public airports in the United States, there was a hangar waiting list, and it did not move fast; I was number 68. Too nice an airplane to tie down outside, my Pacer went to its next steward, who has treated it right. With no airplane and a 24/7 job with extensive travel, I put away my E-6B, grateful to have flown in beautiful places and for the many fine people I'd met along the way. My father later asked me whether I missed flying. I told him, "I miss the people."

Piper PA-18-95 (N1380C) was born on April 7, 1953. An early Super Cub, it shared many similarities with its predecessor, the PA-11, including no flaps and a Continental 95-hp engine. Lighter than later Super Cubs, with 36 gallons of gas divided

between two wing tanks, it had very long legs. Between 1953 and 2017, it wore five registrations and had more owners. It arrived at 11LL, its final home, wearing N666G.

Nicknamed Yellows - because it wore five different



shades - the Cub immediately acquired a fresh engine. Then, in 2021, Bill decided it was time for new clothes. The disrobing was accomplished at 11LL with the help of Bernie Ockuly (EAA 93106), who, in 1998 with his daughter Sarah, flew his Ercoupe from Medina, Ohio, to the Arctic Circle in Alaska and back. Then he built an RV-7A. For his dedication to aviation, and more than 50 years and 3,500 hours of safe flying, the FAA recognized him with the Wright Brothers Master Pilot Award in 2021.

An airline captain, Bill is also an A&P/IA mechanic who has won Best of Type at Oshkosh for three airplanes: a Luscombe (N71968), Cessna 180 (N4750B), and PA-18 (N3286Z). Upon inspection, he decided to take the fuselage and one wing up to South Dakota, where Dakota Cubs rebuilt the wing using its STC'd ribs and welded some safety modifications into the fuselage cage. Bill believes they are essential for any Cub. These include moving the lap belts to the floor structure, adding brackets for inertia-reel shoulder harnesses, and the all-important X-brace at the top of the cabin. These accomplished, he brought the airplane home.





## The Sweetest Cub



In the fall of 2021, sandblasting gun in hand, Josh Fisher (EAA 1167257), who flies a 767, cleaned the fuselage tubing, and then, never having used a paint gun, epoxy-painted it. Janis spent the fall blasting



corroded but serviceable bits and pieces in the booth so they could be primed and painted. Next came the usual control routing and pulley replacement, best done undressed, and then the re-cover. Bill chose the waterborne Stewart Systems process. The owner, Andy Humphrey, is super easy to reach on the phone, always ready to answer questions. And it's eco-friendly; you can work with the products all day long and not feel ill, and the glue affords a long work time to reposition things before it sets up. It's just really great stuff.

Fuselage dressed, Janis began the buildup, first brushing on a coat of EkoBond. Then came the UV protector EkoFill, followed by white EkoPrime. This was in

December, the central Midwest winter in full force, but the hangar was heated, and Bill had built a new paint booth so work could progress without seasonal interruption.

I had maintained contact with, but had not seen, Bill or Janis since our last OSH meetup in 2002. Shortly before Christmas, I called and suggested visiting on my way back to New Mexico after time with family back east, and they said, "Come on!" So, the week after Christmas, my English springer spaniel Ollie and I drove to 11LL. During the week we spent becoming reacquainted, Bill and I sanded the EkoPrime, and he sprayed the fuselage with Cub Yellow.

And one other thing - before beginning the drive back to New Mexico, on a miserably cold day, in marginal VFR, the grass strip covered in snow, Bill (also a CFI-I) and I made a brief ascension in his son's C-172 (N9870G) - my first flight as a pilot in 18 years.

It was late January 2021, and I began to think about flying again. So I acquired a new third-class medical, and on January 25, in an aircraft I had no time in, I did a biennial flight review with Cody Ash, a CFI-I in the Las Cruces Aviators Club.

While at home, Bill and I talked on the phone and emailed several times about the Cub. His plan was to accomplish the restoration in stages, only re-covering the rebuilt wing, cleaning up the other, and spraying both in the same paint. Still, I suggested he consider restoring both wings and told him I'd come back and help. And so it came to pass, in mid-February, through a three-day blizzard, Ollie and I drove back to 11LL. We arrived on February 17, remaining through Easter six weeks.



## The Sweetest Cub

### LET'S COVER THE WINGS

When covering two wings, the first is the "trainer." I messed up and had to pull the fabric off the first wing, and then there was the other, covered perfectly, that I forgot to install the nav/strobe light wiring in. Checklist? Hmmm. After both wings were covered, and we'd watched a You Tube video several times to relearn the Staggerwing knot, Bill and I powered through rib-stitching. Listening to James Taylor on Spotify, two people can stitch a wing in eight hours.

As deep winter faded to not-yet spring, and snow yielded to grass, members of the OSH tribe began dropping in. First, Josh returned and helped to apply EkoFill to one wing. Then Dell McCoy and Priscilla "Purr's" Kinney (EAA 143711) spent a few days at 11LL. Dell applied tapes on the wings while Purr's drove the tractor and rolled the 2,200-foot grass strip. In the same period, Max Foor (EAA 1452254) popped in periodically and joined the focus of the moment, often tedious stuff that had to be done perfectly. Max's first airplane ride was when he was 7 years old, with Bill, at 11LL. Now a registered nurse who has crewed on a Learjet air ambulance, he determined he'd also like to be a professional pilot and cruised through his private to CFI-I and CMEL in one year.

After filling the weave and priming, it was time to "make yellow," painting the wings and feathers and applying for the new registration number. Its sixth N91932 - represents the birth years of Bill and Janis' son, Jake (EAA 1215177), a pilot and A&P/IA, and daughter Jessica (EAA 1247467), a regional airline captain.

When I first met them, they were 6 and 4 years old. Time does fly.

an airplane knows, there is "big" stuff and "little" stuff, and there's an awful lot more of the little stuff. We spent a lot of time working on the little stuff, checking off items as we made it through the list, and adding more we'd forgotten about. And there were the usual "Is this good enough?" "No." "Okay, we'll make it again" moments. A lot of them. But there was also a lot of fun.

Easter weekend, the house was packed and the grass strip was busy. While snow was still possible, and did fall a week later, the weather permitted pulling out a couple of airplanes and running 'round the patch. I went up with Josh (a CFI-I) in a Luscombe 8A (N71698) belonging to retired airline captain and tribe member Bud Schrautemeyer (EAA 632911). My three obligatory



takeoffs and landings brought back both happy 8A memories and tailwheel currency.

On April 5, Ollie and I loaded the car and began the drive back to New Mexico, leaving Bill to do things neither requiring nor benefiting from "help": hanging the engine, building the panel and electrical system, and flying international trips for the airline.



As everyone who has restored



## The Sweetest Cub

The final push! Ollie and I returned to 11LL in mid-May. Then, it was time to assemble N9193Z. When I walked into the hangar, it was inspiring to see it on its gear, with the boot cowl and engine mounted. Then it was time to hang the wings and feathers and install the interior, door, windows, and fairings.

For the big day, farmer Jim Killian (EAA 418534) and his two sons-in-law, who live just down the road in Lexington, Illinois, came to help. In an hour, N9193Z had its wings on. It was not nearly done, but the Cub looked splendid and became more complete each day. Finally, at the month's end, N9193Z now entirely in hand, Ollie and I returned home.

They say the last 10 percent takes 90 percent of the time. Maybe, but in this case, Bill had it ready to test-fly in June, only eight months after bringing the rebuilt wing and fuselage back to 11LL from South Dakota.

Bill took it up for the first post-restoration flight on June 22, 2021, and sent me a photo. While not there in body, I was in spirit. When we had talked seven months earlier, all he wanted was his Cub back in the air by spring, and it was, but even better than he'd initially planned. Next up, AirVenture '21 and OSH!

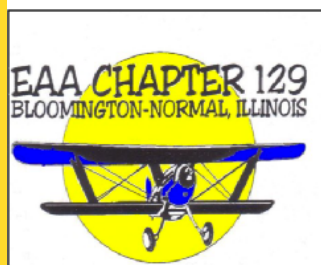
Everyone in EAA either has flown to or has dreamed of flying to Air Venture. Bill had done it for decades in several commendable and awarded planes. Then, for AirVenture '21, he asked me to fly N9193Z up to OSH. While I had flown to OSH many times, I had not flown cross-country in nearly two decades, and he asked me to fly the Cub up. What a gift! How did Paul Poberezny put it so often? "It's not just about the planes; it's about the people."

'20 due to COVID-19, it was a joyous reunion for the entire EAA family and us. For me, it was also a restoration. I was again a pilot, brought there by The Sweetest Cub, the generosity of friends Bill and Janis Thacker, lifted by the memory of my father and Lou Fields, both gone west.



Had N9193Z been restored by Bill alone, it would have been perfect, and perhaps he might have won another award. But instead, he shared his Cub with the tribe - mentoring, teaching, and trusting - and it turned out mighty lovely. I know that's what Paul would have wanted. He used to dance the polka with us.

There was one other event that made Air Venture '21 very special. In 2015, Josh came to Air Venture with a friend of the tribe and there met Jessica Thacker. Six years later, on what is traditionally "Brat Night," surrounded by family and friends, Josh asked Jessica to be his best friend and spouse forever. The wedding is planned for September 2022 at Thacker Airport, where she and her brother Jake were both raised and learned to fly. It will be the third wedding in the hangar.



Our tribe camped 28 airplanes in Vintage aircraft parking, a record for us. Having missed AirVenture

# The Sweetest Cub

Why The Sweetest Cub? A few weeks later, after OSH '21, it was time for Bill to hang up his airline wings (most of them, as he is still carrying passengers around the country in EAA's Ford Tri-Motor!).

After an incredible career flying Beech 18s to 747s, and 35 years flying with United Airlines, he did his final airline landing in the Boeing 787. Then, of course, there was a party at 11LL, and this tribe likes to party. We gather all together for a long weekend with our airplanes and friends. Good food, drinks, and a lot of flying! This was my opportunity to photograph the PA-18 and, of course, fly it.

Bill, in his usual generosity, told me to just take it. But, of course, I couldn't accept that (I did accept that the next day). I demanded to be checked out. And up we went, and that is when I decided to name this Cub The Sweetest Cub. It is just sweet. The flight controls are light; the 90 hp makes the right amount of power combined with the light weight. And the performance is smooth all the way, not too much like a 150-hp Super Cub, not sluggish like a loaded J-3 in summer. Everything about this airplane was just sweet. I landed with a massive smile on my face.

**And up we went, and that is when I decided to name this Cub The Sweetest Cub. ... Everything about this airplane was just sweet. I landed with a massive smile on my face.**

If you happen to be in central Illinois, drop by 11LL. There will be some awfully fine people to welcome you, very likely some restoration for you to do, and if the weather is cooperative, a hop around the patch in The Sweetest Cub. It's what we do in EAA.

**Story by Mark Dankel and Leonardo Correa Luna**

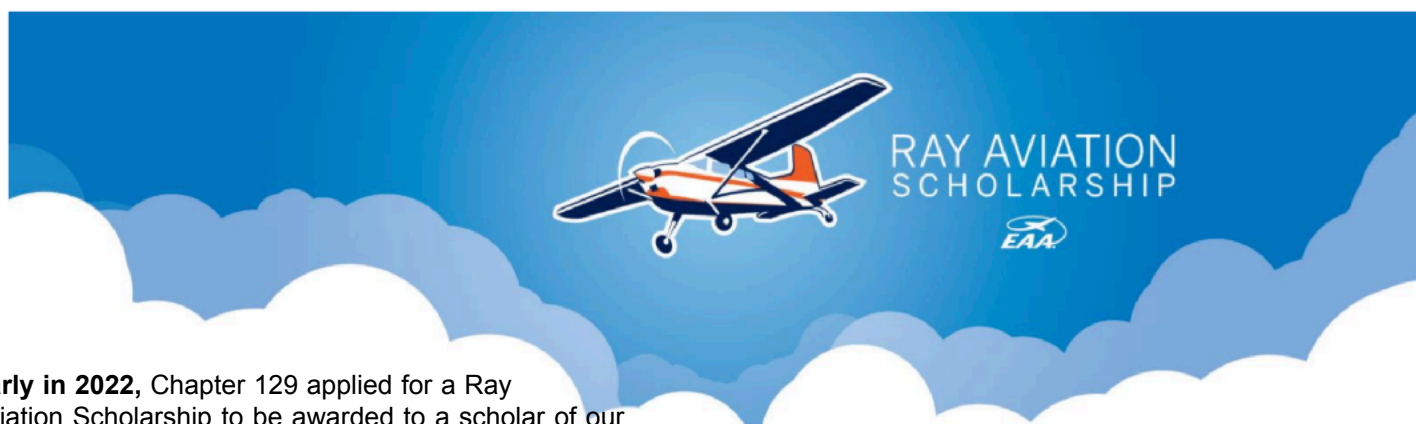




## Chapter 129 Happenings

### Saturday Morning Gathering of Eagles

Along with our efforts to provide Young Eagle and STEM events, supporting our veterans through the American Legion, finding scholarships for future pilots, an important part of what we do at Chapter 129 is hosting our Saturday morning Gathering of Eagles. Come by 7 to 9 am on Saturdays and get immersed in some heavy aviation discussions. Don't be surprised to see some aircraft parts and drawings being exchanged between our builders. It's part of the EAA tradition. I want to recognize our regular cooks who show up every Saturday to keep us well fueled for our flying discussions. Our chapter runs through the efforts of our volunteers across the landscape of all the things we do. Thanks Jim and Paul for always being there for us on Saturday mornings.



**Early in 2022**, Chapter 129 applied for a Ray Aviation Scholarship to be awarded to a scholar of our choice. On November 8 we were notified that our candidate, Matthew Gullixon was accepted and will be our Ray Scholar for 2022. Matthew is a Senior at NCHS, a Young Eagle with Chapter 129, will graduate early and has enlisted in the Army National Guard. He is pursuing a flying career in the military.

Matthew is our fourth Ray Aviation Scholar. Our previous three completed their PPLs and have gone on to pursue aviation careers. The EAA Ray Aviation Scholarship is a scholarship program that is funded by the Ray Foundation, managed by EAA, and administered through the EAA Chapter network. Through the generous support of the Ray Foundation, EAA provides up to \$10,000 to deserving youths to cover their flight training expenses, totaling \$1,550,000 in scholarships annually.



**Matthew's YE Flight**

Be sure to check out these great podcasts!  
Interviews with A10, U2 bush pilots and  
astronaut homebuilders.

## THE GREEN DOT

A podcast for those who fly for the love of it or are simply fascinated by the world of flight. The Green Dot features EAA news, general aviation topics, history, personal experiences from the hosts and a variety of guests, and anything fun, interesting, or cool in and around the world of flight. <https://www.eaa.org/eaanews-and-publications/eaanews-and-aviation-news/eaanews-the-green-dot-podcast>



### Chapter Video Magazine

November 2022

#### What You Can Expect

In November's Chapter Video Magazine, Charlie Becker discusses:

- New addition to the chapter team at Headquarters
- [Young Eagles credits](#) earned in 2021 will expire at year's end
- Reminder to register for upcoming [Young Eagles Rally webinar](#) on November 29
- [Ray Aviation Scholarship](#) applications are open through January 31, 2023
- [Ray Aviation Scholarship webinar](#) has been rescheduled for November 15
- [Chapter renewal](#) emails will be sent this month
- Chapter service pins have been mailed
- Flight tour coordinators are needed for B-25 and Ford Tri-Motor. Contact Sue Roob at [sroob@eaa.org](mailto:sroob@eaa.org) for more information
- EAA Hall of Fame Ceremony is scheduled for November 10

Find EAA's Chapter Videos at:  
[http://  
eaa.brightcovegallery.com/  
chapters/detail/videos](http://eaa.brightcovegallery.com/chapters/detail/videos)



### EAA Ray Aviation Scholarship - 2023 Update

TUESDAY, NOVEMBER 15, 7 P.M. CST

Presenter: Christopher Gauger

### ForeFlight IFR Pro Tips

WEDNESDAY, NOVEMBER 16, 7 P.M. CST

Presenter: Gary Reeves | *Qualifies for FAA WINGS credit.*

### Flying the World's Fastest Airplane, the SR-71

TUESDAY, NOVEMBER 22, 7 P.M. CST

Presenter: Phil Soucy and Ed Yeilding

### Hosting a Young Eagles Rally – Advanced Best Practices

TUESDAY, NOVEMBER 29, 7 P.M. CST

Presenter: David Leiting

### December Webinars

#### Rotax 912 Engines for Sonex Aircraft

TUESDAY, DECEMBER 6, 7 P.M. CST

Presenter: Mark Schaible | *Qualifies for FAA WINGS and AMT credit.*

#### When Data Doesn't Look Right

WEDNESDAY, DECEMBER 7, 7 P.M. CST

Presenters: Mike Busch | *Qualifies for FAA WINGS and AMT credit.*

### The History of the P-64: EAA's Forgotten Fighter

TUESDAY, DECEMBER 13, 7 P.M. CST

Presenters: Chris Henry and Ben Page | *Museum Webinar Series*





## Wanted

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)

## 2022 Calendar of Events

**Nov 17** - EAA Chapter 129 Member Meeting

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

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

<https://midwestflyer.us7.list-manage.com/track/click?u=5a323c3fd0b6550d7276e0ac7&id=bee2ed9c88&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.



## Chapter 129 Officers

Charlie Bates-President, Treas  
Jason Jording-VP  
Josh Andracki-Sec'y, Social Media  
Ben Schneider-Board Member  
Don O'Neill-Board Member  
David Pfister-Board Member  
Rachel Henderson-Young Eagles Coord  
George Wilts-Tech. Counselor  
Mike Todd-Web Editor  
Wayne Aldrich - STEM Coordinator