



# The Flypaper

Promoting Sport Aviation in Central Illinois for More Than 60 Years



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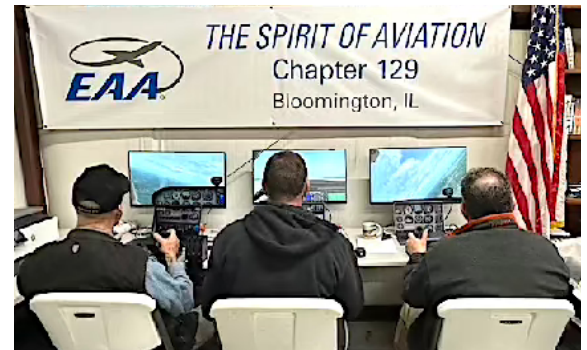
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## Chapter 129 February Gathering 2/20

Our program for the February gathering will be "An Introduction to our Simulators" and watching the movie One Six Right. Chad McCue and Matt Kerner will be on-hand to introduce chapter members to the different simulators we have for our chapter, youth, and student pilots.

- 3 flight simulators that you have seen in the hangar in January - built from machines donated by EAA 461 Clow International (1C5) and from equipment purchased with the Young Eagle credits we earned in 2023.
- 1 EAA Ray Aviation Scholar Sim Academy flight simulator donated by the EAA Chapters department for us to loan out to our next Ray Scholar to assist in their pilot training. You will be able to jump on and fly the TakeFlight Academy training available to our Ray Scholars.
- 1 RC (radio-controlled) flight simulator which will be used to train the staff and students who are building the EAA build-and-fly RC planes both this spring and in our planned summer camp. Try your hand at being an RC aviator.

One Six Right is "An exhilarating documentary film that celebrates the unsung hero of aviation - the local airport - by tracing the life, history, and struggles of an airport icon: Southern California's Van Nuys Airport." - from IMDB.com



Join us for food, fellowship, and a bunch of aviation FUN!

Our February Chapter 129 Gathering will be **Thursday, February 20** and will feature **member's soups**. Members, if you have a favorite winter soup recipe, bring it along to share at our gathering or bring a side dish.

- 6:00 - Potluck Dinner
- 6:45 - Chapter Announcements
- 7:00 - Speaker - Chad McCue
- Movie One Six Right



# Chapter 129 February VMC & IMC Clubs

The intent of EAA VMC & IMC 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.



## February 1, 0900

**Find Yourself Bored in Cruise? Becoming Complacent? Let's Fix That!**

No matter if you are a VFR Pilot or IFR Pilot most of your training time has been crammed with things to learn. It is often compared to "Taking a drink of water from a fire hydrant." And that is as it should be because you want to learn as much as possible in the shortest time.

Then you get your license or rating. You proudly go for a flight...and nothing happens. There are no emergencies. There are no procedures to do. Welcome to straight and level. Hours and hours and hours of straight and level with nothing going wrong. Are you bored? Complacent? What should we be doing or thinking about during those hours while droning along at cruise. Captain Rick will share some of his strategies to prevent boredom and complacency from worming their way into his cockpit. Bring yours. Join in and share with other like-minded pilots that understand the benefit of "Hangar Flying"! Don't miss this chance to put another tool in your quiver.



## February 8, 0900

**Question:** You're on a VFR cross country flight in your VFR-equipped 1977 Cessna 172, flying by pilotage at about 3,000 AGL, on your way home with a friend. You're returning later than planned, and your friend asks if he can use his cell phone to call his wife to say he'll be late. Since you're flying VFR and not even using any onboard electronic navigation, is it legally permissible to let your friend make the call?

### Scenario:

Ok, I know what "FAR 91.103 Preflight Action" Check the weather, determine adequate fuel requirement, NOTAMS, runway length etc. But might there be something else? Are there other considerations not mentioned in the regs? We will paint a scenario and highlight some things that might be worth consideration before taking to the wild blue yonder.

IMC and VMC Club meetings are held at the EAA Chapter 129 hangar, 2825 E Empire St, Bloomington, IL

**D**on't miss these opportunities to sharpen up your piloting skills!! VMC and IMC Club meetings are lead/moderated by experienced CFIs who have researched the month's topic to ensure a quality experience for the members.

- ▶ Complimentary 6 month EAA memberships available
- ▶ Qualifies for FAA WINGS credit



**Get WINGS credit!**

**FAA Team**  
Safer Skies Through Education



**FAA**  
Aviation Safety

# EAA Chapter 129 Calendar of Events

1	Feb, Sat	7 – 9am 9 – 10am	Chapter Weekly Pancake Breakfast IMC Club
3	Feb, Mon	6 - 9pm	Private Pilot Airplane Ground School
6	Feb, Thu	5:30-7pm	Chapter 129 Board Meeting
8	Feb, Sat	7 – 9am 9 – 10am	Chapter Weekly Pancake Breakfast VMC Club
10	Feb, Mon	6 - 9pm	Private Pilot Airplane Ground School
15	Feb, Sat	7 – 9am	Chapter Weekly Pancake Breakfast
17	Feb, Mon	6 - 9pm	Private Pilot Airplane Ground School
20	Feb, Thu	6 - 9pm	Chapter 129 Gathering
22	Feb, Sat	7 – 9am	Chapter Weekly Pancake Breakfast
24	Feb, Mon	6 - 9pm	Private Pilot Airplane Ground School
1	Mar, Sat	7 – 9am 9 – 10am	Chapter Weekly Pancake Breakfast IMC Club
3	Mar, Mon	6 - 9pm	Private Pilot Airplane Ground School
8	Mar, Sat	7 – 9am 9 – 10am	Chapter Weekly Pancake Breakfast IMC Club

For more details on events, go to <https://chapters.eaa.org/ea129/event-calendar>

Or scan the QR code below



EAA 129 Event Calendar



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.





# Private Pilot Airplane Ground School

The first ever EAA Chapter 129 member in person Private Pilot Ground School kicked off Monday January 13, 2025. The eight-week course is led by our own Saluki proud CFII Jackson Zimmerman. We decided to cap the class at 15 learners to ensure that each student would have ample access to one-on-one time with Jackson. The class was filled (including a wait-list) within two weeks of the first announcement.

Jackson has poured himself into this and has knocked it out of the park! Each week he sends the learners an email detailing what will be covered during the next Monday evening session. In that email he includes a preview of the PowerPoint he will be working from, a reading assignment, any pre-study requisites and a question quiz with answers and explanations that reviews the previous weeks material. His presentations are excellent and often includes links to short videos and/or graphics to help learners understand tough concepts. He occasionally shifts to the overhead projector to draw his own graphics as well.

The learners are getting to know each other and are talking amongst themselves during breaks. All seem to be enjoying the course. As anyone who has ever taken a ground school is aware there is a huge amount of material that must be covered. It is like drinking from a firehose! The best thing about ours or any in person ground school is that every learner has access to the presenter in real time and is able to gain clarity on anything they find difficult to understand. Jackson closes each session with "Remember, I can present it but you must cement it".



 **State Farm®**  
**Good Neighbor Grants**

Kirk Sampson and Chad McCue each earned a \$500 grant for EAA Chapter 129 through State Farm Companies Foundation's Good Neighbor Grant Program for volunteer hours completed in the chapter in 2024. State Farm associates are encouraged to help their communities by volunteering with qualifying organizations. The Good Neighbor Grant Individual and Team Programs are great ways for associates to give back.



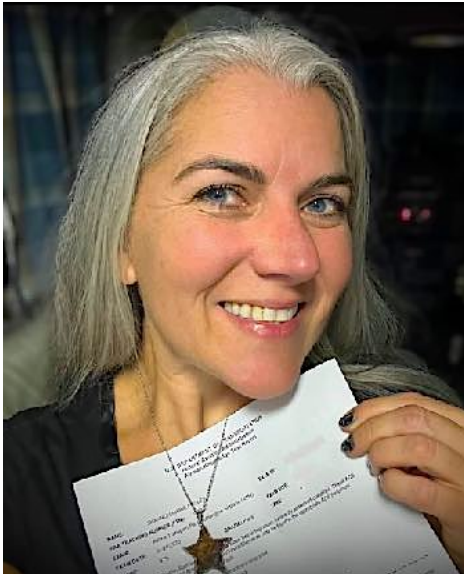


# Members on the Move



## Milestones

Chapter 129 members achieving their goals in aviation



**Shannon Fegley** passed her ATP written test Jan 21 with a score of 97%



**Chad McCue** passed his PPL written exam Jan 15

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



### Chapter Video Magazine

February 2025



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



# January VMC Club Summary

The January EAA Chapter 129 VMC Club meeting was held on January 11 at the F-15 hangar with about 40 members in attendance. The presentation was delivered by chapter member Will Eastman and covered the topic of Density Altitude and its effects on aircraft performance.

This topic centers around one key atmospheric condition: the density of air molecules in the air at any given time. In this session, the group discussed the factors that cause air density to change, how the changing air density effects aircraft, and what pilots can do in planning and in the cockpit to account for these effects.

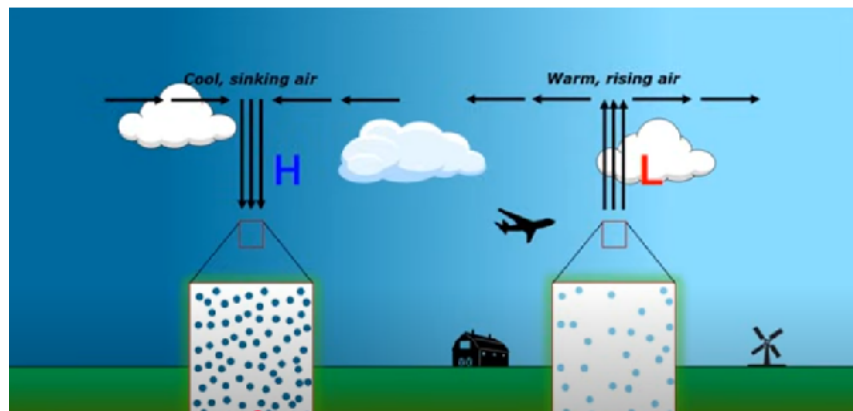
To start, members discussed the grouping of air molecules and the two main factors that alter this

**g r o u p i n g :** atmospheric pressure and temperature. As altitude increases, air pressure decreases, or to phrase this differently, there are fewer air molecules in the air. This is due to gravity pulling more molecules down closer to the Earth's surface. In the world of aviation, the number of available air molecules is expressed as Pressure Altitude. Temperature causes air molecules to travel faster, bouncing more forcefully off each other and causing them to be more spread out. Adding the spacing of air molecules to our Pressure Altitude consideration, we now express Density Altitude.

Aircraft rely heavily on the number and spacing of air molecules. In fact, this is the primary physical phenomena that almost every piece of the aircraft interacts with to perform its function. The wings use air molecules to create lift, the propeller use them to create thrust, the

engine mixes them with fuel to create power, and the list goes on. So, if you are taking off from a high elevation airport on a hot summer day, the aircraft has very few molecules to work with, and those few molecules are spaced very far apart. This makes creating thrust, lift, power, etc. very difficult.

While the core concept is relatively simple, the effects are broad and severe enough to warrant an intimate understanding. To illustrate things further, the group looked over the take-off roll and climb performance charts of the venerable Cessna 172. These charts are the best and most readily available way to see these effects in action without putting yourself and the airplane at risk. Oriented



on Pressure Altitude and Temperature, as Pressure Altitude increases, more and more runway is needed to take off and climb performance becomes weaker and

weaker. The same reduction in climb performance is also seen as the Temperature increases.

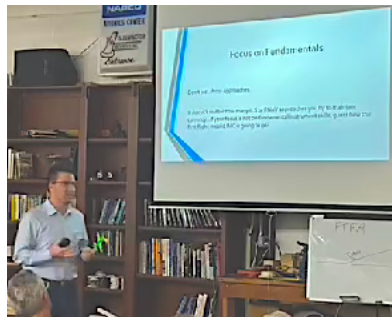
So how does this apply to the real world. Knowing the answer for the checkride is great, but the responsible pilot will be able to apply this to actual operations. Scenario training and discussions work well to bridge this gap, the scenario of flying into the Platte Valley Airpark (18V) near Denver, CO was considered. Sitting at almost 5,000 feet above sea level, landing on its grass strip on a hot summer day requires careful planning and changes in the pilot's technique. The group began brainstorming ideas of how a Cessna 172 could make this flight safely.

~See Density Altitude Page 9

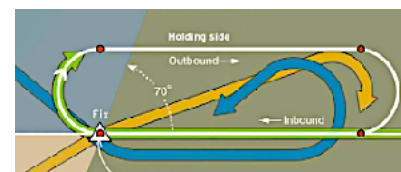


## December IMC Club Summary

The December meeting of the IMC club featured presenter Josh Fisher and his discussion titled, "Flying the Airplane vs. Flying the Approach: Which did you practice?" Josh put the focus of initial and recurrent instrument training back on the fundamentals with a review of basic attitude instrument flying skills and a charge to instrument pilots to revisit how they maintain their instrument currency. Members of the discussion walked away from the presentation with the goal to avoid a common instrument pilot trap: being IFR current but instrument deficient. Josh also recommended instrument pilots adopt practice patterns into their training routines. At the



end of the discussion, Josh illustrated a pattern known as "Pattern E" on the whiteboard. Pattern E is a series of three course reversals which are flown consecutively: a standard procedure turn, a tear drop course reversal, and a hold pattern. Pilots can practice this pattern using any navaid, and can include a vertical profile in the pattern to add to the complexity of their training program.



## January IMC Club Summary

### 01/04/24 IMC Club Recap

For those of you who may have wanted to attend the meeting and were unable, the following recap is offered to provide insights into the nature of our IMC Club discussions, and where able, our conclusions.

*The Question of the Month for this IMC club was:*

What systems or equipment malfunctions must a pilot report when flying under IFR?

*Answer: 91.187 Operation Under IFR in Controlled Airspace: Malfunction Reports*

(a) The Pilot In Command of each aircraft operated in controlled airspace under IFR shall report as soon as practical to ATC any malfunctions of **navigational, approach, or communication equipment** occurring in flight.

(b) In each report required by **paragraph (a)** of this section, the pilot in command shall include the-

- (1) Aircraft Identification;
- (2) Equipment affected;
- (3) Degree to which the capability of the pilot to operate under IFR in the ATC system is impaired; and

- (4) Nature and extent of assistance desired from ATC

Therefore, we can surmise that a pilot must report the malfunction/failure of any system or equipment as follows:

Navigation = DG, turn coordinator, radios (vacuum, electrical)

Approach = aircraft flight controls, autopilot, navigation (see above)

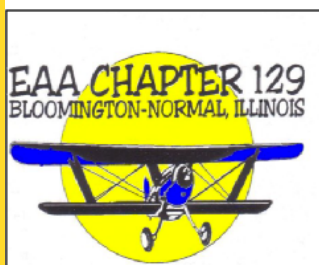
Communication = radio (electrical)

*Our scenario this month was titled "Plate or No Plate?"*

### **Synopsis:**

The scenario's flight plan was for a combination IFR to VFR flight which was flown in an IFR certified PA28-151 departing from Indianapolis Greenwood (HFY) to Hancock Michigan (CMX) with a flyover (or stopover) in Gary Indiana (GYI). The forecast was for the weather to significantly improve as the flight proceeded Northwest towards GYY. The pilot planned an ILS approach to GYY during which he could descend to VFR conditions where he would cancel the IFR and continue northward, or stopover for a time in GYY to allow the weather to improve.

*~Cont Page 8*





## January IMC Club Summary

The first leg of the flight from HFY to GYY was forecast to be impacted somewhat by a fast-moving, narrow cold front making for IFR conditions along the route. The departure from HFY was later than originally planned, so the flight was conducted mostly at night. In the scenario it was mentioned the pilot had no experience in or around the ORD Class B airspace which influenced his goal of remaining below the airspace so he could fly the western shore of Lake Michigan in VFR conditions towards CMX.

During the first 50 miles in cruise flight and in the clouds at 6000 feet, everything was going well until the OAT started to drop rapidly from 65 to 32 degrees. The pilot asked ATC for a lower, including his ensuing requests also being granted, ultimately descending to the Minimum Vectoring Altitude. The discussion group in attendance seemed to agree that since the airplane had begun to pick up a trace of light rime ice, the pilot's aversion to remaining in icing conditions was the cause of descent requests. It is unknown if the airplane was equipped with pitot heat. Soon thereafter, the pilot requested a diversion into Jasper County Indiana (RZL) which was the nearest airport at the time of the request. ATC granted this diversion, offering vectors to the RNAV 18 approach at RZL. The problem now was, the pilot only had a hand-held GPS system which is not approved equipment for a GPS approach, the only type of approaches available at RZL. The pilot informed ATC accordingly and ATC offered him vectors to an ILS into Kankakee (IKK) approximately 30 miles west of his position, which the pilot originally accepted. He then realized while searching for the approach plate that IKK was in Illinois. Since he only had approach plates for Indiana, Wisconsin and Michigan on board, he promptly informed ATC of that. However, ATC was very accommodating and offered to read him every

detail on the IKK ILS plate. At this point the scenario ends asking, as always, "What Would You Do?"

### **Discussion:**

In the beginning of the discussion, we elected to investigate and discuss exactly what equipment must be on board to be certified as an "IFR" equipped airplane. 91.205 (b) (c) & (d) were referenced as the resources. Interestingly it was discussed that pitot heat is not mentioned within the regulation.

The challenge of the fast-moving cold front was addressed and it seemed to be the group's conclusion that the scenario pilot was making assumptions about weather occurring exactly as the forecast predicted, thus crafting his flight plan around those assumptions. Unfortunately, the weather conditions were worse than forecast.

It was also brought to light that the pilot had no experience in or around the ORD class B airspace. HE none-the-less made assumptions about how ATC would vector him "about 70 miles west" or "right down the middle of Lake Michigan", again basing his plan on these assumptions. The pilot did realize that flying a single engine airplane out over the center of the lake at 1300 feet at night, was maybe not the best idea.

We spent a couple of minutes talking about over water considerations and requirements in the FAR's. 91.509 says essentially; you need a life preserver on board for each occupant if you fly under Part 91 and are more than 50 miles off shore. It was pointed out that a life preserve, although legal, would be inadequate as the average water temperature in Lake Michigan in November is 51 degrees.

We touched on the late departure and asked if that affected the flight planning. The short answer was Yes, always. It not only makes your weather forecast all the more stale at departure time, but puts you into darkness for the most weather critical portion of the flight.

**~Cont Page 9**



# January IMC Club Summary

We agreed that the pilot was beginning to make poor decisions based on his concerns and distractions over icing while overlooking the type of instrument approaches he could or could not complete legally. (No certified GPS installed on board.)

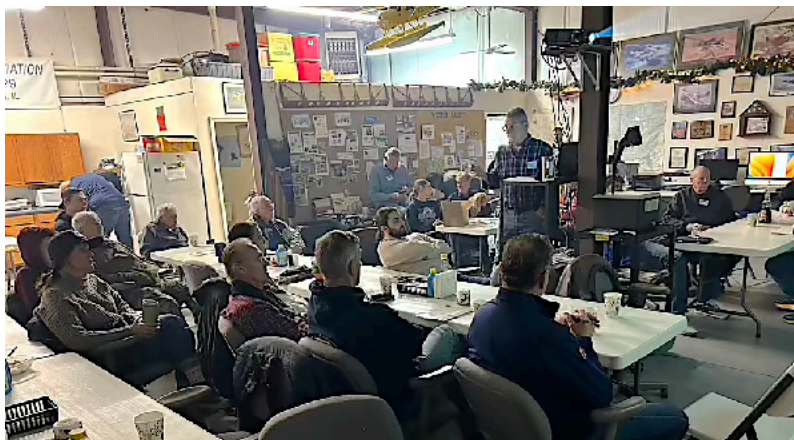
We spoke to the issue that by the time ATC recommended Kankakee for a diversion he initially failed to recognize that it was in Illinois and he did not have the approach plates. He was now being led by ATC's suggestions rather than making his own proactive, well-informed decisions. Otherwise known as "holding on to the tail of the airplane". Never a good situation.

Adding to that, ATC offered to read him every detail on the IKK ILS approach plate, this is not a good practice, and illustrates the pilot's reaction to the stress by latching onto other's suggestions. If you want to research whether possession of the approach plate is required by regulation, your references should include 91.103 and for further consideration 91.503, that's Subpart F- which really doesn't apply to this operation, but provides insight into the FAA's thinking on the matter. You might be very surprised by what you find, or don't find. I certainly was.

It was suggested by the group that the scenario pilot should immediately either reverse course to the south, possibly Lafayette IN. to return to known improved weather, or to the east away from the cold front in order to land the airplane and formulate a new plan.

## Summary:

We acknowledged that it was not our intention to denigrate a fellow aviator's actions or decisions but rather to learn from his real-life experiences on this flight, which by the way, he shared with EAA of his own volition, thus this IMC Club scenario. We also acknowledged that it is easy for us, in a comparatively warm, safe, calm environment with other experienced aviators to observe and enumerate the mistakes of the scenario pilot under operational duress in flight. Setting aside the above acknowledgement, the following challenges/issues appeared to be influential on this flight: plan concept, navigational equipment, charts, weather, experience,



decision making, assumptions, over-reliance on forecast weather, all without a well thought out contingency plan.

Always learning,  
Jay Allen

## ~DA From Page 6

Since the wings will be creating less lift, the pilot may consider reducing weight, carrying more power on approach, and a longer landing roll to account for less effective aerodynamic braking. In order to achieve the required Indicated Airspeed, the airplane will also need to fly faster through the air, meaning a faster groundspeed during the round out and flare. Take-off and climb performance were also discussed in order to depart and climb out of the airport as well as choosing the asphalt runway instead of the grass strip.

To close out the discussion, the group considered several ways for pilots to operate safely and become more acquainted with how their aircraft would behave in these conditions including a regular study of their own performance charts, creating and planning practice scenarios, and adding Density Altitude considerations into their personal minimums.

~ Will Eastman



# January Chapter Gathering

The January gathering of EAA Chapter 129 was held Thursday, January 16 beginning at 6:00 p.m.

Attendance was twenty-eight members and guests.

Before the official program, a soup and chili dinner was provided by members. The food tables were filled with a variety of soups, snacks, and desserts.

At 6:45, Bill Thacker welcomed everyone and introduced Charlie Bates, President who announced the 2024 Chapter Service Awards to members who had provided leadership for the chapter. Charlie awarded four gold spoons to the cooks who provide the weekly Gathering of Eagles pancake breakfasts.

Special recognition was awarded to Bill Thacker as VIP of the year for the inspired leadership he has brought to chapter 129.

The newly installed flight simulators were pointed out and a thank you will be sent to EAA Chapter 461 at Clow International in Bolingbrook for their donation of Mac Books that run the flight simulator programs. Chad McCue is developing the instruction cards to help users access the simulators.

The speaker for the evening, Scott Forman, was introduced by Bill Thacker. Scott is based in Chicago with the FAA. Scott provided the evenings program explaining the new FAA program "VARMA" (Voluntary Vintage Aircraft Replacement and Modification Articles). Scott shared three Advisory Circulars that were

developed with the assistance of EAA to help clarify the VARMA program application. The three ACs are:

AC 23-27 explains the process for certification of parts that are owner produced. He explained that any owner produced parts must be "identical" to the original part.

AC 20 62, defines what are acceptable parts that can be used.

AC43 18, explains how to fabricate a part that meets certification requirements.

Finally, Scott described VARMA as a letter that provided protection for those attempting to utilize the new procedure. Scott concluded that the best practice is to contact him prior to attempting to utilize the new VARMA procedure. His

contact information is [Scott.Forman@FAA.gov](mailto:Scott.Forman@FAA.gov) and 847-294-7136.

The meeting adjourned at 8:30 p.m.

Respectfully submitted,  
Douglass Reeves,  
Secretary EAA  
Chapter 129



## Chapter 129 - Help Needed!

Where does the “sizzle” of the chapter come from? We don’t have hired staff to manage the facility, plan our programs, mentor flight students or builders, or host fly-ins and trips. Everything that happens in the chapter is a direct result of the vision, effort, and support of our members.

This is an invitation to every member to invest in the chapter and help us continue to make aviation approachable to the broader community, offer opportunities for aviation-related adventure, nurture friendships, and support future generations of aviators and aviation enthusiasts.

There are three new immediate needs:

**Project Manager - Additional Chapter Hangar** - We expect later in 2025 that we will occupy and additional chapter facility when the new hangars are ready on the south side of the field. We need someone to be on point with the airport authority and work with a team of members to plan and coordinate the logistics of this project. *Established! Members are Wayne Aldrige, Matt Kerner and Doug Reeves.)*

**Flight Simulator Build** - The chapter is preparing to equip 3 - 4 flight simulators to be installed in the hangar for members, and to be used with educational programs. This is another great opportunity for a small team to work together to determine the hardware/software/furniture required and help build out the simulators once we have the necessary equipment. *Equipment is on order, watch for opportunities to help setup and install. Update - Three simulators are installed and working!! Thanks Chad McCue for pulling this all together to make it happen.*

**Flight Events** - A high priority of the chapter identified late last year was to have flying opportunities for members and guests. Kudos to Matt Kerner who coordinated the Poker run this summer - we learned some things! We are asking for a small team to form to help people with ideas for flying adventures, or organize our members to participate in other flying events and promote and organize these opportunities. **This is one of those minimal effort/big result contributions!**

Please consider this high priority investments and if interested in coordinating or participating on a team, reach out to Kirk Sampson at the EAA mailbox ( [EAAChapter129@gmail.com](mailto:EAAChapter129@gmail.com)) and we will get you plugged in and help you get these important efforts off the ground. Watch for a new bulletin board in the hangar which will allow you to see these and other opportunities for you to invest in the chapter.

There are a lot of amazing contributions that are being made every month. Don’t forget to say thanks and consider asking how you might be able to help. Many hands make for light lifting....

~Kirk Sampson

Sign Up

EAA Chapter 129 would like to express our gratitude to **Ron Smith Printing** for their generous support of The Flypaper with beautiful color copies. Thank you David Smith!

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EAA CHAPTER 129  
BLOOMINGTON-NORMAL, ILLINOIS



# Prairie Aviation Museum

## Prairie Aviation Museum receives a 1941 Piper Cub J-3-65



[Visit Our Website](#)

In the summer of 2018, Prairie Aviation Museum received an offer to donate a 1941 Piper Cub J-3 from Mr. Ken Lang of Naperville Illinois. Ken had owned the Cub for many years and had flown it until he lost his medical due to severe heart issues. Ken hoped that the plane could be repaired and displayed for the public to see. In August 2018, a team of members from PAM, David Wilson, John Ohler, and Doug Reeves drove to Naperville to recover the Cub. Ken Lang had stored the Cub fuselage in a friend's barn and had brought it back to his home covered with a blue tarp. The wings had been removed and stored in his home garage. When we tried to load the fuselage on our trailer, we found one of the wheel brakes had rusted the hub and was not movable. A car jack and dolly were used to finally get the fuselage loaded and strapped down for its trip to Bloomington. Arriving at CIRA, other members, Tom Kuhn, David Smith, and Pete Troesch joined the delivery team to unload the fuselage and store it in hanger I-1.

The next day, another trip to Naperville with members Tom Kuhn, David Wilson and Doug Reeves was scheduled to recover the wings for the Cub. Ken helped us load the wings using some special Styrofoam forms that protected the wings and supported them vertically. Ken offered to treat all of us to lunch at his favorite restaurant, Endeavor Health-Edward Hospital cafeteria. After a good lunch, the team delivered the wings back to the CIRA hanger I-1 for storage. With the Cub safely recovered and stored in the hanger, a decision needed to be made for its disposition.

An original discussion was to install the wings on the Cub and place it in the museum airpark for display. However, realizing that a fabric covered aircraft stored outside, exposed to the elements would not be a long-term solution for the Cub. So, it stayed in storage until a different plan could be developed.

~Cont Page 13



Photos by David Wilson



# Prairie Aviation Museum



[Visit Our Website](#)

A couple of years later a proposal was offered to build a vintage-style hanger in the airpark where the Cub could be stored and displayed to the public. Discussions were held with the airport management

and uncovered several construction challenges that precluded a hangar at that time.

A new proposal was offered for a join project between EAA Chapter 129 members and Prairie Aviation Museum to restore the Cub to airworthy condition and then sell it with any profits to be divided between the groups. An evaluation of condition and anticipated costs by knowledgeable members of EAA Chapter 129 determined that the cost for restoration and labor required would be prohibitive for both volunteer organizations. So, the Cub stayed in storage.

In 2021 a decision was made to get the registration for the Cub transferred to PAM. Attempts to file the proper paperwork with the FAA proved to be difficult and complicated, unfortunately because Ken Lang had passed away and documentation of the donation transfer were missing. Attempts were made to get replacement documentation through surviving members of Ken's family and his estate attorney were unsuccessful.

In December 2024, the original donation documentation was located, and the FAA was again contacted about transferring the registration. Finally, after many attempts, PAM was able to document a clear title to the aircraft.

In late December 2024, Prairie Aviation Museum received a phone call from Chuck Barth of Pekin IL following up about a potential donation of a Polish Jet trainer offered by a museum in the northeast of the country.



**Tom Kuhn, Doug Reeves and Ken Lang**



~Page 14



# Prairie Aviation Museum



[Visit Our Website](#)

While speaking to John Eckley about the jet, John mentioned that PAM was interested in selling our Cub. Chuck said he has a friend who might be interested and would follow up with PAM to

view the plane. He reconnected with PAM later in the week and scheduled a visit with his friend, Michael Cruse also from Pekin to view the Cub. Michael and Chuck came to CIRA and examined the Cub and the original logbooks and supporting documents and then suggested they would submit a written proposal to PAM. Upon receiving the offer, the board of directors of PAM met, reviewed, and agreed to accept the offer.

On December 28, 2024, Michael and his recovery team arrived at CIRA and loaded the Cub from hanger I-1 for its trip back to Pekin.

Michael was excited about the future of the Cub and said he and his team would begin working on it very soon. On January 15, PAM received some photos of the work being done by Michael and his team. Based upon his early work, the Cub will be in excellent condition by the spring flying season of 2025.

PAM is pleased to know that the Cub, which was loved by Ken Lang and generously donated to the museum, will soon be restored and able to fly again.

PAM members will be staying in touch with Michael as the restoration progresses and additional reports will be offered as they are available.

Submitted,

Doug Reeves



# Prairie Aviation Museum 2024 Attendance



[Visit Our Website](#)

**2024** was a good year for the Prairie Aviation Museum. The numbers continue to trend upward. Although the increase in overall attendance

was a modest (11.7%) over 2023 attendance, there were improvements in the individual numbers that indicated our museum is becoming more popular. Out of state visitors increased by 18.2% and foreign visitors increased by a hefty 67.9%. Thanks to our

social media efforts and our ever improving website, the Prairie Aviation Museum continues to be a “destination” venue here in Central Illinois. OCD events were held again for the months of May through September with 2024 OCD attendance increasing 17.3% over the 2023 attendance. Tour attendance decreased slightly from 374 tours in 2023 to 334 in 2024. We need to improve our tour offering in order to better serve our community.

The following is a breakdown of the Museum’s attendance based on persons who signed the *Guest Registration* book:

<u>Visitors</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>
Museum	547	2,058	2,929	3,001	3,492
Tour	0	144	209	374	331
Total	547	2,202	3,138	3,375	3,823

<u>Visitors From</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>
Bloomington/Normal	216	997	1,537	1,633	1,891
Mclean County	254	1,197	1,853	1,944	2,255
State of Illinois	476	1,185	2,754	2,968	3,314
Remaining United States + DC	68	367	347	351	415
Other Countries	3	20	37	56	94

## 2024 Attendance Tidbits:

- ✓ Bloomington attendance was 1,438 and Normal, Bloomington’s sister city, attendance was 453. As in the past, Bloomington continues to outpace Normal.
- ✓ Total State of Illinois attendance of 3,314. Visitors came from 180 Illinois communities.
- ✓ There were visitors from 37 States. The top States (not including Illinois) were:  
 Missouri (52) Wisconsin (52) Indiana (46) Iowa (35) Texas (22) Michigan (21)  
 Ohio (16) Tennessee (14) Georgia (13) Kentucky (13) North Carolina (13)
- ✓ Foreign visitors came from 23 countries. The top 7 countries were: Germany (12)  
 Italy (10) Columbia (9) Mexico (9) Australia (8) England (8) India (4)



~Tom Kuhn  
 President, Prairie Aviation Museum



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# Chapter 129 Young Eagles Program



**Chad McCue**  
**Chapter 129 Young Eagles**  
**Coordinator**

I'm thrilled to be the Young Eagles Coordinator for 2025 and want to thank Dustin Davis and his family for their work in building a highly organized Young Eagle program. Thank you to all the pilots and volunteers who

donated time and resources to make our 2024 YEDay flights a success. If you want to volunteer at Young Eagle days in 2025, make sure you have taken the Youth Protection Training and submitted a background check. You can get this training on EAA's website at <https://www.eaa.org/eea/youth/youth-protection-policy-and-program> or me, Chad McCue ([chadanita@gmail.com](mailto:chadanita@gmail.com)) and I can help get you setup.

In general, we try to schedule the Young Eagle Rallies at Bloomington on the 3rd Saturday of the month at 10 am so it is coordinated with the Prairie Aviation Museum's Open Cockpit Day. This coordinates our efforts and provides a broader aviation experience for the Young Eagles.

This year we are also providing three flight simulators so the Young Eagles can test their skills. This also provides aviation experiences on days when weather doesn't cooperate with taking the eagles up for a flight.



## Our tentative dates for 2025 Young Eagle Rally days are:

- April 19 - KBMI (Bloomington),
- May 31 - KPNT (Pontiac)
- June 21 - KBMI (Bloomington),
- July - \*skipped for EAA AirVenture\*
- August 16 - KBMI (Bloomington),
- September 20 - KBMI (Bloomington),
- October 18 - KAAA (Logan County in Lincoln)

*~Chad McCue*

**EAA Chapter 129 Young Eagle Coordinator**

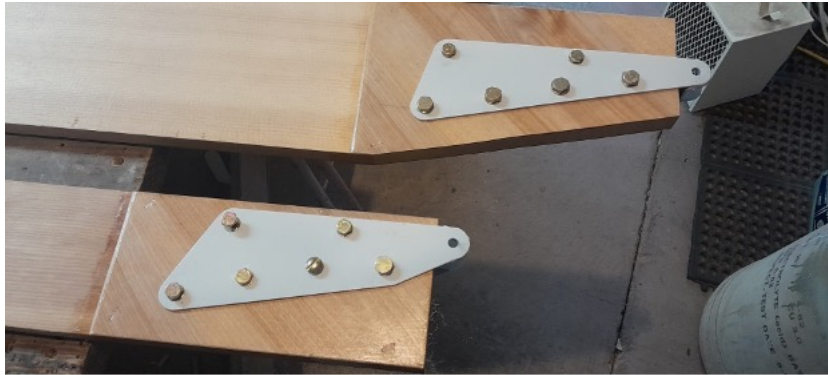
Our **Webinars** are free of charge and cover topics that include aviation history, piloting tips, fascinating stories, and more. We're sure you'll find a presentation to enjoy!





## Builder Update - Dean Olson's Cub

Here is a progress report for the second wing. At this point, Jan 8, I am at the same point as I was on the first wing eight months into it. I haven't mounted the wing tank and a whole host of other stuff yet.

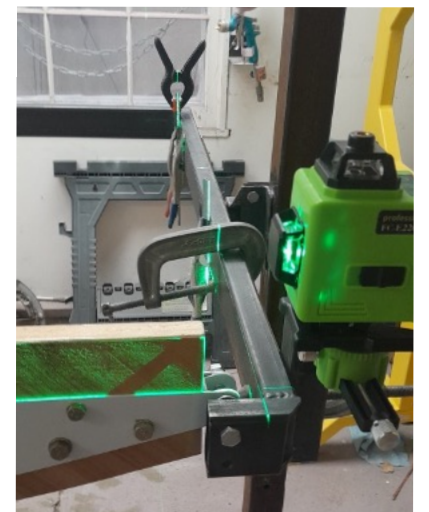
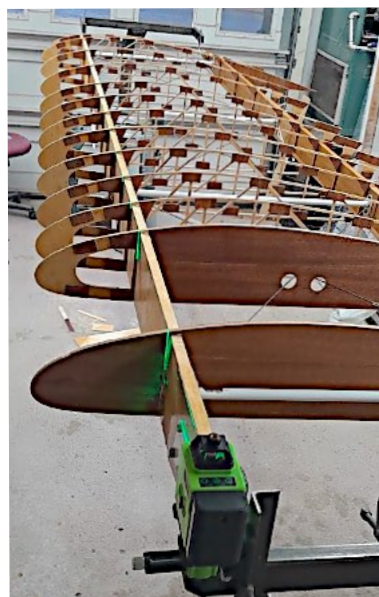


I started the second wing on Dec 1 of 2024 by gluing the plywood doublers to the spars and mounting the wing attach fittings. I am building a clip wing Cubby so the attach fittings are much more robust.

After mounting the spars in the jig, the next step is gluing on plywood doublers where required and sliding on ribs in the proper sequence. After the ribs are all slid into their approximate place the steel fitting can be mounted. Compression struts and drag antidrag wires are installed and the wing made straight.



I used a laser level to make the wing perpendicular to the center line of the fuselage and straight. Worked really well.





## Builder Update - Dean Olson's Cub

Next I glued in the filler blocks to the top and bottom of the front spar between the ribs. They lock the ribs in place and gives a good gluing surface for the leading edge plywood.



Next step is building the aileron. I already had made the aileron ribs, spar and leading edge skins so the process is taking much less time than on the first wing. Just fitting and fitting and fitting and..... You get the idea!



I work on the aileron between soaking and jiggging the wing tip bow. I think it will be ready to install tomorrow.

After the tip bow is mounted I will finish the aileron. Then on to fitting the wing tank.



## Builder Update - Roger Kennell's Bearhawk

Little progress was made on the Bearhawk in November and December, instead the focus was cleaning forty years of junk, old spare parts, and dirt out of the farm shop to make room to move the build into a larger space. With the help of my nephew, Daniel, we sold, scrapped, and junked, reclaiming space in the shop that dad and I had built in 1976. The heater was replaced to make a more comfortable working environment.

Once the plane was moved, I finished skinning the doors. Installing the patroller windows. I am grateful to the Rettick bothers for the use of their brake and skills to get the doors shaped. Chapter 129's slapper also came in handy.

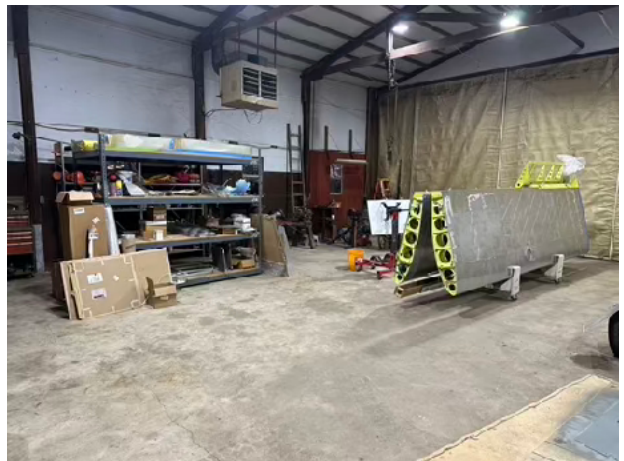
The last several weeks have been spent working on removing parts for painting and reinstalling for the last time, hopefully. The brake system is completed and parking brake installed. The bulkhead that the parking brake valve is attached to is now riveted in place and the fuel system is completed to the firewall. The bulkheads and formers for the skylights and top of the cabin have been removed for painting and will be riveted in place in the next day or two.

Dean Olson showed me how to shape the tunnel lip that will be installed on the firewall. He also has been designing the electrical system. I have been spending time on the internet searching for avionics and electric parts to make the design a reality. I also have been researching and planning the mounting of autopilot servos, electric trim actuator, static ports, antennas, and lights.

My son is printing out new molds for the wingtip landing/taxi lights lens. Hopefully, I will be able to get them formed in the next month.



The Farm Shop



Brake System Completed and Parking Brake Installed





## Builder Update - Roger Kennell's Bearhawk

There are some decisions that you make at the beginning of a build that as you progress you wonder why you made the decision you did. The placement of the landing/ taxi light in the wingtips has been one of those decisions. The light placement and lens have added time and complications that could have been avoided. Live and learn.

It is wonderful to be in a larger and heated space. Progress is being made with help from friends, family and other resources.

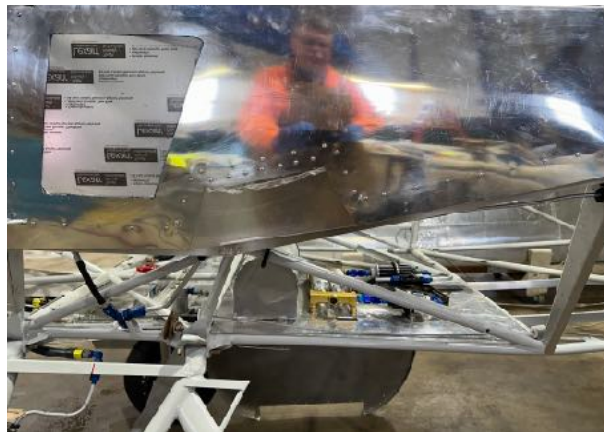
*~Roger Kennell*



**Door Skinned with Strut flap**



**Fuel System Completed to Firewall**



**Doors Skinned and Pacer Windows Installed**



**Floor Boards Painted**





## EAA Chapter 129 Builds Flight Simulators

One of our Chapter 129 goals this year is to increase aviation opportunities and experiences for youth. Towards this goal we are building flight simulators that will always be set up in our hangar and transported to Young Eagle Day events we host.

Thanks to Bill Thacker and EAA Chapter 461 based at Bolingbrook's Clow International Airport for getting us a jump start on this project. Chapter 461 has an established Young Eagle program with flight simulators. They consulted with us over the summer and recently provided Macbook Pro laptops to get us started. Bill Thacker provided a Logitech Saitek yolk and throttle quadrant. With the Young Eagle credits from 2023's YEDay flights (\$5 per Young Eagle flown), we were able to buy hardware for 3 flight simulators which includes monitors, yolks, throttle quadrants, rudder pedals and all of the wire and peripherals to get it all connected.

The Sims are assembled and running. Come by our February Chapter Gathering for a demonstration and a test flight.

Thank you to all the chapter members who volunteer to make YEDay a reality. See the other article in this issue for 2025 YEDay plans.

~Chad McCue



## Letter to the Editor

Charlie, I wanted to thank you for suggesting that I go to the leadership workshop this past weekend. Not being an official officer, having a seat on the board, or in charge of one of the designated programs, had me feeling like I was a little out of place going to a chapter leadership workshop. I'm not a leader! What I learned is that you don't have to be on the board or in charge of programs to make a difference in how our chapter is run or how to help out. I've always jumped in to help, but now I have seen all the programs EAA offers, their support, and how they truly want us to grow and promote aviation to the community. My passion for aviation is the one thing that I will never lose. I've always had my eyes up, looking for that contrail, or that cool old biplane that cruises along at tree top height. I think

we all have that in common. No matter what you fly, or even if you don't fly, there is just something about it that draws people to it. Most of all I want to share it with others. I love taking people up for flights

and showing them just how special it is to me, and hope that they enjoy it as much as I do. If you don't smile when you pull back away from the ground, you're doing it wrong!!!

The Leadership workshop has given me a look at everything that EAA offers a chapter. We have great people in our chapter, and more are coming to every meeting. Looking around the room at VMC and breakfast, there are people standing because we have no more chairs, that is a good problem to have. With our other hanger about to be finished, we have a lot of good problems. I can see some future builds, youth builds, classes, and lots of good stories and memories coming up! I'm looking forward to 2025 and beyond. I hope to help in any way that I can. I have ordered Eagle Flight materials for giving rides to interested adult members who seek us out, I also submitted had Young Eagles background check and application approved this past week. I have also reserved my plane the 4<sup>th</sup> Saturday every month till September. So, yes, I'd say the weekend has had a positive effect on me. If, possible, I will be returning in the future to become more vested.

Blue skies and smooth air!

~Matt Kerner



# Tax Year-end Planning

With the last quarter of 2024 upon us, tax planning enters our minds. For those of us using itemized deductions we must show proof of our eligible deductions. Chapter 129 now has an online donation software that provides that proof of donations given. The Chapter webpage now has the option to give via a credit/debit card and provide the donor with a receipt of the donation. Some of us use our credit cards to accumulate points for travel or other cash rewards.

There are several options available, including your membership dues. When using the online donation, note that there is an option to leave a tip, *please choose "Other" and type in 0*. Tip monies go to the web host, not 129. Our chapter will cover the tip with a onetime tip.

If you desire to give a gift other than a credit card, such as stock, commodities, real estate or other assets, please contact Wayne Sampson, 925-278-4050.



*This information is not intended to be legal or financial advice but for educational purposes only.*

**Wayne Sampson, Treasurer, Director of Development**

**925-278-4050**

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The Midwest Flyer Magazine has gone digital. Check it out here:

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Three members of Chapter 129 made the trek to Oshkosh January 24 to 26 to attend the EAA Chapter Leadership Academy. Since 2018, 15 of our members have attended, bringing back a wealth of knowledge on how to successfully run a chapter. This trip was no exception. Matt Kerner and Chad McCue made the trip this year and had an opportunity to work with the leadership team at EAA HQ who make themselves available for the duration of the academy for questions and discussions. And they brought pages of ideas to help advance our chapter offerings.

EAA is beta testing a flight simulator system for Ray Aviation Scholars to help with their training. Chapter 129 was given one of the sims for us to loan out to our next Ray Scholar to assist in their pilot training. Scholars will be able to use the sim to fly the lessons from the TakeFlight Academy training available to our Ray Scholars. EAA hopes this method will enhance the learning experience and will be collecting data from the sim to measure progress. We build personal relationships with the EAA chapter leadership team and attending results in opportunities like these.

EAA covers a wide range information at these events. We learned of the VMC and IMC Clubs at the 2023 Academy and immediately got our clubs running. We have a team of VMC/IMC Club

organizers and presenters that have really made these events a valuable asset to our chapter.

There are seminars on important issues like insurance coverage for events, dos and don'ts that make your event successful and safe. EAA offers excellent insurance coverage for all of our events, Young eagles, breakfasts, fly ins, youth camps, our ground school... We must apply for coverage for each event. HQ handles it all.

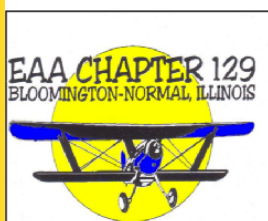


EAA presents the many tools EAA HQ has to offer chapters to help them succeed as there are a number of chapters that go under every year. The primary issue cited with unsuccessful chapters is Lack of Activities. They promote - Do Something - Do Anything!

Chapter 129 is becoming a busy place, thanks to our leaders who have stepped up and created events for our membership. 2025 will be a busy and FUN year. This would be difficult without the guidance of our EAA Chapter Leadership and the many volunteers at Chapter 129.

Thanks to all who have stepped up at many levels to make our chapter successful.

~ Charlie



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