



The Flypaper

Promoting Sport Aviation in Central Illinois for More Than 58 Years



September Meeting

We were well fed again at our September meeting with the chapter providing burgers and hot dogs and members bringing in some great side dishes. Our speaker for the evening was Ric Woldow, Designated Airworthiness Representative (DAR) from Pekin, IL, who spoke on the important aspects of preparing your plane for the DAR



inspection. Ric helped clarify the distinctions between the FAA and DAR responsibilities and authorities for amateur-built aircraft. He provided us with an inspection checklist to help builders be prepared for the actual inspection.

Thanks Rick for a great discussion!

Inspection Check List for Amateur-Built Aircraft Inspection			
1	2. Ask your local FAA Inspector or Designated Airworthiness Representative (DAR) what they'd like to see in your area. Always contact your local FAA office for official information.		
3	4. Finally, this list is not all inclusive, but generic in nature. A combination of Regulatory as well as Best Practice items are included.		
5	6. General		
7	Bulldozers:	Model:	S/N:
8	Date of inspection:	Inspector:	
10	11	12	13
Satisfactory	Unsatisfactory	Regulatory Prerequisites, Best Practices & Placards	Comments
1.1		1. Meets 135 rule, has invoices, plans, pictures and building records	
1.2		2. Presents a valid statement of FAA Form 8130-6 (B) or 8130-7 (B) or 8130-8 (B)	
1.3		3. Presents FAA Form 8130-6 Application for AWA Certificate properly filled out	
1.4		4. ID data plate is Engraved (stamped) has B. Builder's name, model, serial number	
1.5		5. ID data plate is installed in proper external location per FAR 45.13(a)	
1.6		6. N-Number is installed, block letters, 3" proper location per FAR 45.25, or 12 inch, if S/N has cruise speed over 180 knots CAS	
1.7		7. Word superimposed: Displayed, 2" min size, proper location per FAR 45.28(b)	
1.8			

Ric's Inspection Checklist. Download it [HERE](#)

You Have Information October!

October Membership Meeting

Fall has fell and the weather calls for CHILI!
Bring your favorite chili recipe or a complimentary side dish.

Thursday, October 20 at 6:00 PM

Charlie Bates will present a review of his flight to Alaska with members Shannon Fegley and Bassel Fares



Bring a dish to share!

Supporting our American Legion



In the spring of 2021, members of the EAA Chapter 129 and Crosswinds Flying Club were contacted by the Normal Illinois American Legion Post 635 Honor Guard about the possibility of providing a flyover for the funeral of a military veteran and past air traffic controller from Bloomington. A flight was scheduled and provided for the funeral service. This started a Veteran Honor Flight project that has provided over 20 flyovers in the year and half since.

As our group continued to receive requests, we felt it became necessary for some safety practice to assure that these tributes would be carried out with honor and flight safety. EAA Chapter 129 member, John Rettick, retired Marine fighter pilot, offered to assist us with a disciplined routine for each flight. He shared how to plan each flight and establish standard operating procedures from start up, through the flight itself and a comprehensive debrief following each flight. Each flight involves a phone contact with the air traffic control tower to brief them on our requested flight track and communication plan. This has proven to be an exemplary

partnership between air traffic control and the Veteran Honor Guard pilots.

The flight team has consisted of as many as three Stearman and three Piper aircraft and as few as a single Piper. The most important issue is not how many planes fly over the funeral procession but that we are providing an honor to the veteran and their family.

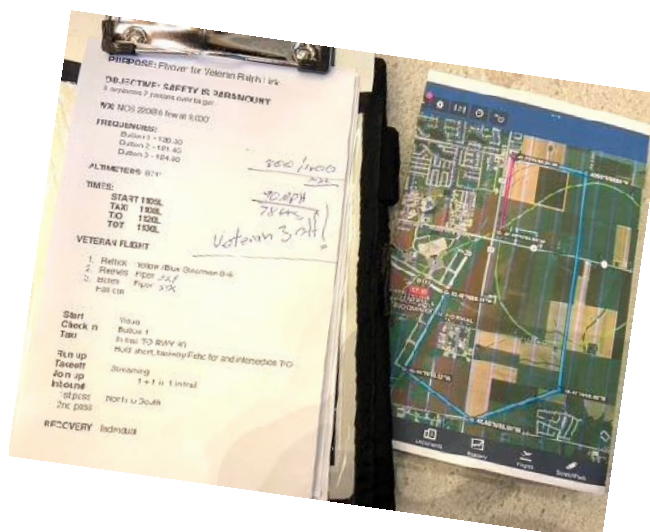
EAA Chapter 129 and Crosswinds Flying Club members have been honored by the American Legion Post 635 for our volunteer flights and are affectionately known as the 635 Air Force.

~Doug Reeves



Planes lining up for a sequential takeoff

Each flight is closely coordinated with the American Legion Post 635 Honor Guard for timing and position to give the most professional appearance to the flyover. Each flyover is scheduled within a minute of a designated time given by the Honor Guard leader.



Chapter 129's YE Notes



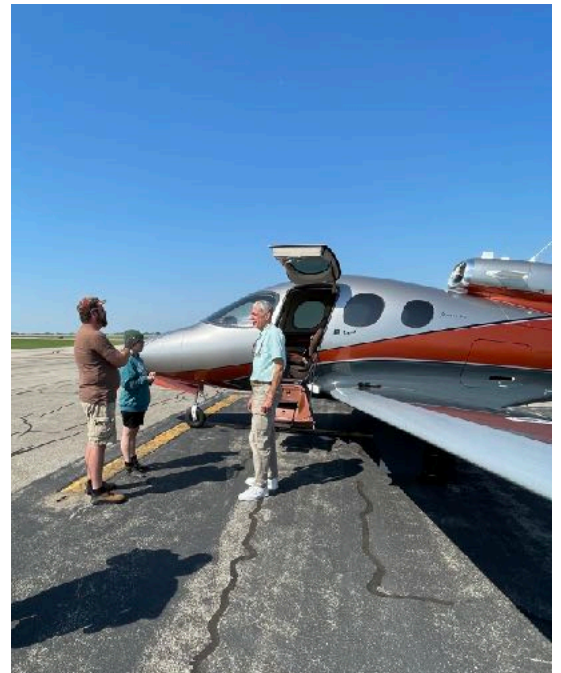
**Rachael Henderson YE
Coordinator**

Our September Young Eagle Event was a success and we couldn't have asked for better weather (okay maybe we could have asked but it was still pretty great)! We had 6 aircraft available for flights from Bloomington and Champaign as well as 2 local aircraft on display for both ground school and preflight discussion. Thanks to all of our volunteers who offer their time and aircraft for these important events.

The Mattoon Airport crew did a great job staging the area and as always, they were very easy to work with. We were able to

introduce several first-time flyers to aviation. Some were so excited they ended their flight asking how to proceed with flight lessons in the area. This is also where I learned that the FBO at Mattoon has a C172 just sitting in their hangar because they don't have a flight instructor. Anyone know someone looking to instruct in the Mattoon area?

Our FINAL EVENT of the 2022 season will be Saturday, October 15 at Willard Airport. The time has been adjusted to accommodate for a later sunrise and possible fog. Therefore, our final event will be from 10:00 am-12:00 pm (noon). Please make the necessary adjustments to your aircraft reservations if needed. Pilot briefing is 30 minutes prior to the start time while ground crew can be there 10-15 minutes before the start time. I look forward to seeing everyone at our last event.



EAA Young Eagles 30th Anniversary

2022 marks 30 years since the Young Eagles program was launched at EAA Oshkosh 1992. EAA will be kicking off the Young Eagles 30th anniversary at EAA AirVenture Oshkosh 2022, which will include a number of special AirVenture activities, and year-round recognition of volunteers.

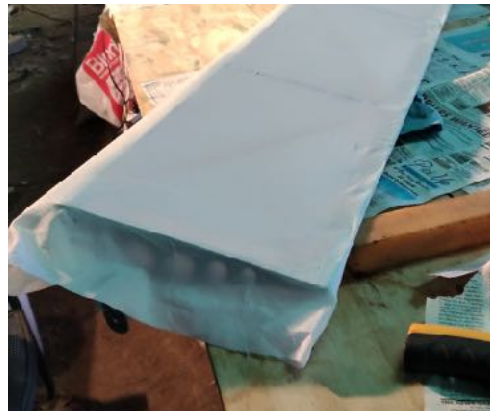
30 Flights for 30 Years

Volunteer Young Eagles pilots who fly 30 youths between August 1, 2022 and July 31, 2023 will be awarded a commemorative polo shirt. Once pilots reach this milestone, EAA will contact pilots to request their shirt size.



Chapter 129 Builders Update

Jim Hazen has both ailerons covered and needs to add inspection rings for access to hooking up to wings on his LEXL. Wings and tail feathers will now fold for easy storage and transportation



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 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.



Our Leadership positions are:

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

FLYING ALASKA

Chapter 129 members and aviation adventurers Shannon Fegley and Bassel Fares approached me in early August about taking a trip to Alaska. Earlier in his career, Bassel had lived in Alaska flying seaplanes and bush planes. And so the plan for this trip included a number of Alaska stops including flying some seaplanes with his former associates.

Shannon would be the PIC for the trip, flying Crosswinds' Archer, N8332H. Bassel, a pilot for United could only stay for the flight up and would depart on Aug 30 to go back to work. Shannon and I would make the flight back.

I had made plans to be in Canada fishing with Paul Krueger during the first week of the trip so I could not make the trip up and would meet up with them in Anchorage on the 28th. That was the plan.

Day 1 - Aug 21, packed up for the trip, flight plan in place and the starter failed on 32H. Probably best that it failed at our home field, but the trip started with a three day delay.

The weather in the Northwest US required a northerly route through Montana to Bellingham WA, a port of entry. After two full days of flying, Shannon and Bassel arrived in Bellingham and then on to Port Hardy BC on the 26th. Coastal weather set in for a couple days but there was plenty to do there. Like taking a right-seat flight on a Grumman G21 Goose or a seaplane tour through the Misty Fjords on a de Havilland DHC-2 Beaver. Or just do both.



The flight path to Ketchikan



Flying the Grumman G21 Goose



(See Alaska Page 6)



Bassel, Beaver pilot and Shannon



View from the Beaver

FLYING ALASKA

~from Alaska Page 5

Okay, I am in Canada fishing with Paul through all of this trip North, so I will fast forward to the 28th. Paul and I returned from Canada on the 27th and I caught a flight to Anchorage on Sunday the 28th (did some laundry and re-packed). Arrived in Anchorage around 11:00 pm AK time. Coastal weather had set in and my friends were stuck in Ketchikan. There is plenty to do in Anchorage with aviation and cultural museums, sea plane bases, hiking trails and glacier cruises. I spent Monday through Wednesday visiting these places and then got a call from Ketchikan - they were weathered in and so I caught a flight Wednesday night to regroup with them there.

Ketchikan is a beautiful port city in the South of Alaska. We spent Thursday touring Ketchikan which is rich with shops being a cruise ship port. The river running through town



Glaciers at Valdez AK



Spawning Salmon

was full of salmon working their way up stream. We spent the afternoon at Totem Bight State Historical Park outside of Ketchikan where volunteers are working to preserve the Native Alaskan's history of housing and tradition of family totem poles. Anchorage and Ketchikan have lots of museums and areas dedicated to preserving their history.

While our original plans for this trip were to explore deeper into Alaska, weather delays had left us at the southern end and it was time to start back.



Bassel seated in the family common area of a restored Native Alaskan home at Totem Bight State Historical Park



(See Alaska Return Page 7)

FLYING ALASKA

~from Alaska Return Page 6

Friday morning, departure day and Bassel's Birthday. We had a celebration breakfast and Bassel took the ferry to the Ketchikan airport for a jump seat ride back home. Shannon and I put our flight plan together and waited for the ceilings to get to an altitude where we had a clear view of the mountains at our departure altitude. We were issued a SID but being unfamiliar with the area, we waited for better visibility.

First stop was Port Hardy BC for fuel and a customs stop for entering Canada. Got a good night's sleep and headed to Bellingham WA for another customs and fuel stop. We planned a South course due to weather in Montana and found Pendleton OR to be on our best flight line. Fueled up and headed to Mountain Home, ID but the visibility was dropping so we optioned for Boise, arriving 9:30 pm MDT. Found a room and some late night food and did some weather checking.

Sunday, Sep 4 - It's starting to feel like we are getting close to home. Only 14 hours to go but we need an oil change. We set our sights on KFNL in Loveland CO by way of Rock Springs, WY for fuel. Nothing much to see in Rock Springs, the airport is a good distance out of town and it is pretty much desert there. And 100 degrees. The flight to KFNL was a route through the mountain passes with lots of waypoints at 10,000 ft. My son is in school at CSU in Fort Collins so he picked us up at the airport and we got some dinner and spent a night at his house.

Monday was a holiday, the FBO was closed so we explored Fort Collins for the day. It turned out to be a nice break after 3 days totaling 18 hours in the air. The folks at Fort Collins - Loveland Jet Center got us in Tuesday morning for the oil change. Great folks there. We departed at 3 PM and arrived back at BMI at 11:30 PM after a stop in Lincoln NE for fuel.

There is much more to share from this trip regarding weather, route planning density altitude in the desert, etc. I will present more details at our November meeting.

Great trip, great experience with my fellow explorers.

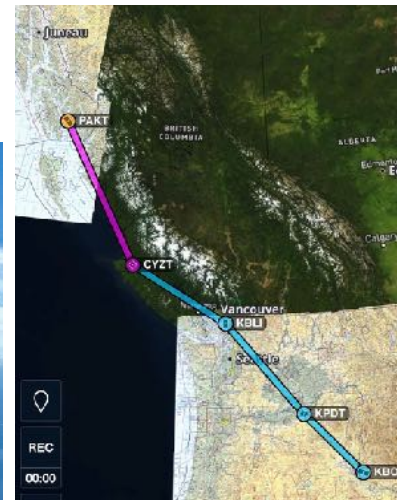
~ Charlie Bates



Ketchikan Departure morning



Departing Ketchikan for Port Hardy BC



Friday and Saturday's legs



Arriving Port Hardy BC



Enroute to Bellingham, WA



Morning Flight Planning





Wanted

Your pictures, stories, events, travel adventures, builder updates for our next issue of The Flypaper.

Email them to: cmbates50@gmail.com

2022 Calendar of Events

Oct 15 - Young Eagles Rally - CMI

Oct 20 - EAA Chapter 129 Member Meeting

Nov 17 - EAA Chapter 129 Member Meeting

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

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 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