



The Flypaper

Promoting Sport Aviation in Central Illinois for More Than 60 Years



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December Holiday Gathering - Saturday, 12/14



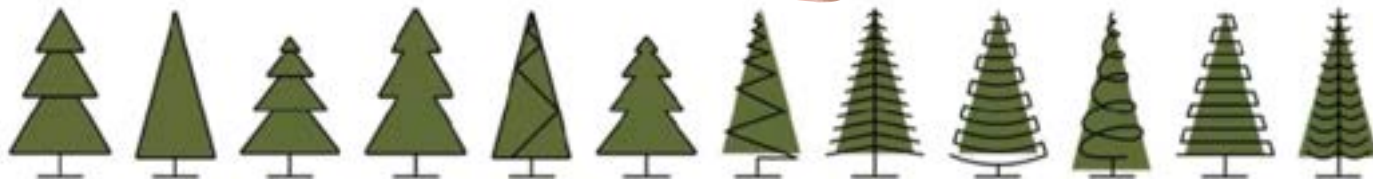
Join EAA Chapter 129 for our Holiday Open House

Saturday, December 14 10 AM to 2 PM

Pastries - Coffee - Juices
— Hangar Flying —

Also on Saturday 12/14

- * Our regular chapter breakfast 7 to 9 AM
- * VMC Club meeting 9 to 10 AM



Chapter 129 November 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.



December 7, 0900

Basic Attitude Instrument Flying

Josh Fisher will lead the Chapter 129 IMC Club in a discussion on the value of building and maintaining a solid foundation in Basic Attitude Instrument Flying, the fundamental skill of flying the airplane by instrument reference.

December 14 0900

VMC Question of the Month:

You are flying a single engine aircraft, the POH for which identifies a Demonstrated Crosswind

Capability (DCC) of 17 knots. Approaching an airport for landing on runway 24, you check the ASOS to learn that the winds are 300 at 15 gusting to 25 knots. Is it a violation of the FARs to land this aircraft under these crosswind conditions?



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

Don'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

Each IMC and VMC session includes a **Real World Scenario** involving a pilot encountering a situation involving weather, plane or engine performance, changing conditions in flight to initiate an open discussion over "What would you do?" There isn't necessarily a single right answer, but a variety of discussion points offering learning opportunities for all attendees.

Get WINGS credit!

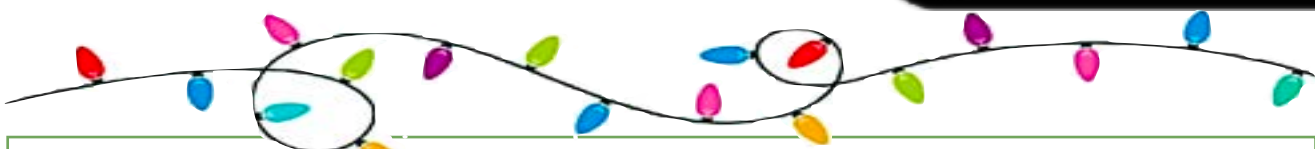


Chapter 129 Calendar of Events

7	DEC, SAT	7 – 9am 9 – 10am	Chapter Weekly Pancake Breakfast IMC Club
14	DEC, SAT	7 – 9am 9 – 10am 10 a - 2p	Chapter Weekly Pancake Breakfast VMC Club 129 Holiday Open House
21	DEC, SAT	7 – 9am	Chapter Weekly Pancake Breakfast
28	DEC, SAT	7 – 9am	Chapter Weekly Pancake Breakfast
4	JAN, SAT	7 – 9am 9 – 10am	Chapter Weekly Pancake Breakfast IMC Club
11	JAN, SAT	7 – 9am 9 – 10am	Chapter Weekly Pancake Breakfast VMC Club
16	Jan, Thu	6-8pm	Chapter Gathering
18	JAN, SAT	7 – 9am	Chapter Weekly Pancake Breakfast
1	FEB, SAT	7 – 9am	Chapter Weekly Pancake Breakfast
8	FEB, SAT	7 – 9am 9 – 10am	Chapter Weekly Pancake Breakfast IMC Club
15	FEB, SAT	7 – 9am	Chapter Weekly Pancake Breakfast

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

Or scan the QR code below



**Join EAA Chapter 129 for our Holiday Open House
Saturday, December 14, 10 AM to 2 PM**



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.



November 21 Chapter 129 Gathering

The November gathering began at 6:00 p.m. with a chili buffet. There were four crockpots with chili recipes and a large assortment of desserts.

There were twenty-five members and guests attending the gathering. Bill Thacker called the business meeting to order at 7:00 p.m. The first item was the election of officers for the term January 1, 2025, to December 31, 2027, year. The list of candidates had been posted in the last issue of the Flypaper. Chad McCue read the notice from the Flypaper and the names nominated with a brief bio for each candidate.

The nominated candidates are:

- President: Charlie Bates
- Vice President: Chad McCue
- Treasurer: Wayne Sampson
- Secretary: Doug Reeves

Dean Olson moved a motion to elect the slate of officers as presented. A second of the motion was given by Roger Kennel. The motion passed with no objections.

Charlie Bates reported that he had attended several seminars at the AirVenture 24 Blue Barn that will be beneficial to our chapter.

Milestones noted:

- Jim Visel has received his Class 3 medical and is ready to return to flying after time off.
- Mark Langley has his airplane painted.
- Jim Hazen has his plane ready to fly pending clear weather.

Other announcements:

Charlie reported that the roof coating project is scheduled for clear weather with an estimated cost for materials of \$900. Wayne Sampson shared that donations will be encouraged

to offset the cost of the coating and other repairs to the hanger roof. Bill Thacker noted that the chapter will have access to the hanger for an additional 10 years and we need to maintain it.

Bill shared that a “new hanger” committee has been established to collaborate with CIRA to develop plans for finishing out the new hanger interior at the new GA hanger area. Members are Wayne Aldrige, Matt Kerner and Doug Reeves.

Chad reported that the chapter is developing plans for three flight simulators to be used by youth and potentially one flight simulator for member pilots. Chad is creating a list of components needed for the project with several items already



donated by Bill and their trip to Clow International airport.

Bill announced that the chapter will be offering ads in the Flypaper as a potential fundraiser for the chapter. Charlie will develop a list of potential businesses and individuals to be contacted with assorted sized ads available from \$5 to \$15 per month.

Charlie introduced Will Eastman, a new CFII who recently moved from Virginia and has joined Crosswinds Flying Club and will be available for instruction.

Presentation for the gathering:

~See Mike Perkins Page 5



November 21 Chapter 129 Gathering

~Mike Perkins from Page 4

The speaker for the evening was Mike Perkins from Havana IL. Mike is a design engineer who has recently completed construction and test flights on his glass aircraft. Mike has completed 40 hours with his new plane.

Mike's presentation was titled "Phase 1 Flight Testing" for experimental aircraft. Jim referenced the EAA and FAA documents used to do a step-by-step test flight program for newly constructed aircraft. The document is "Task Based Test Program." The program is based on 19 EAA Test Cards used to document performance parameters for a new aircraft. Mike reported that the FAA notes a high accident rate for newly constructed experimental aircraft in the first 10 hours of flight testing. EAA and FAA worked to change this issue.

Each new aircraft needs to be flown by a "test pilot" to determine the unique performance numbers for that aircraft. Phase 1 flight testing is restricted to a radius of thirty miles from the base airport and includes the first five hours of flight. Mike described how he stayed on the ground and his partner flew the plane and communicated by radio while Mike recorded the information. He suggested this was a particularly good process for completing the nineteen test flight cards.



Mike shared how he had learned the characteristics of his new aircraft using both the test pilot's reports and the reporting functions of his electronic onboard instruments and recording the data on the test cards. Once the data has been collected, an Airman's Operating Handbook can be developed for that airplane.

Mike answered a few questions following his presentation.

The gathering adjourned at 8:20 p.m.

~Doug Reeves - EAA Chapter 129 Secretary



Members on the Move



Milestones

Chapter 129 members achieving their goals in aviation



Wade Thweatt passed his CFI written exam at the Parkland Institute of Aviation on December 4.

He has his Multi engine and Commercial ratings and is pursuing an ATP career.



Ian Unzicker, pictured with dad/CFI Keith Unzicker soloed in their Aeronca Chief on 8/21/24 at Unzicker's grass strip.

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.



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



Prairie Aviation Museum



[Visit Our Website](#)

Prairie Aviation Museum has concluded the 2024 guest season as of October 31, 2024.

It was a very busy and productive year at the museum. Here is a summary of the activities our volunteers provided for the central Illinois area:

There were 14 tour groups from day care centers, home school groups, elementary schools, Christian schools, special needs groups, civic groups, totaling over 300 youth.

The museum participated in the Bloomington Memorial Day parade and the Towanda Fourth of July parade with the TH-55 helicopter and B-57 bomber nose.

The Corn Belters events at the Normal Corn Belt baseball field hosted the TH-55 helicopter twice this summer for their Superhero and Born in the USA celebrations.

The TH-55 helicopter was invited to Peoria for the PNC celebration in May and the Pekin Merigold Festival in September.

Each month from May through September, Prairie Aviation Museum hosted Open Cockpit days where hundreds of guests tour the museum and airpark visiting with our volunteer hosts and learning about the aircraft and artifacts on display. Nearly 3,000 guests attended in 2024.

Volunteers have worked with IWU students to document personal stories about many of the members and these stories are posted on the museum's website.

Volunteers presented informational presentations about the history of aviation in McLean County and that of the Prairie Aviation Museum at the Normal ARC Center and Westminster Village.

In addition to the volunteers hosting guests throughout the year, each Wednesday from 9:00 till 12:00, a group of volunteers gather for coffee, sweet treats and sharing great stories. Afterward the teams work on the displays in the museum keeping the displays up to date and fresh. Since all of the aircraft are displayed outside, the weather takes a severe toll on them and the volunteers work cleaning, painting, repairing, and updating each aircraft and display. The displays are kept in excellent condition to make sure any guests have an excellent learning opportunity.

~Doug Reeves



Prairie Aviation Museum

The fall season of 2024 at the Prairie Aviation Museum brings lots of activities. We celebrated our 40th anniversary all summer, our planned fundraisers and tours are complete, and summer projects were completed. Now winterization has commenced.

First let's go back to the summer: Skids under the large helicopters were upgraded, 'normal' maintenance and painting were completed, and the airpark grass and landscaping was maintained. The Huey continued its upgrading after paint - now working on the interior. The interior of our Convair 880 simulator was upgraded with newly reupholstered seating and a complete cleaning. It

w a s



dedicated to Roger Hougham since he piloted the 880 as a pilot with Delta. And many other exhibits were worked on.



During our tourism season, we had a good year - attendance was up 13%. Special thanks to all volunteers who helped our visitors have a grand time.

To wrap up our tour season on November 11th, 30



volunteers provided a special Veteran's Day tour and helped teach history to the 6th graders from Heyworth, for the 6th consecutive year! We are planning again for next year. Thanks Hornets!!



Winterization started slowly in 2024 but gained momentum after the Heyworth tour. On November 13th P.A.M.

Volunteers enjoyed good weather for November and accomplished the following:

- Damp Rid in airpark displays
- Tarps on outdoor displays
- Sealed and taped up canopies as needed
- Upgraded tires on the GPU of the T-33
- Moved the Hughes helicopter, B-57 nose, 880 simulator, and GPU into their respective hangars
- An old tug was returned to its owner after hiding out in our hangar for many years.

~See PAM Page 9



Prairie Aviation Museum

~From PAM Page 8

Now planning and work toward 2025 begins as time and volunteer schedules allow. New M-60 gun mounts are being fabricated for the Huey to continue to make an accurate depiction of its life in VietNam. The B-57 canopy will come off to fill dash panel holes with gauges, clean the cockpit, and best determine how to present it as a fantastic display for P.A.M. Thank you, Jim Ondeck for your donations!! New signage for the sides of the Hughes helo is planned for 2025. Using the Hughes and B-57 as mobile ambassadors allows P.A.M. to be visible offsite.

Volunteers continue to huddle up on Wednesday mornings (9-12) with coffee, treats, and camaraderie - if this might interest you, drop by the back gate and bring your tallest tales. Yes, you can work a little too. We will take a break through Thanksgiving but after that who knows ...

P.A.M. will hold its Annual Meeting in January. If you are a PAM Member, watch for the notifications.



[Visit Our Website](#)



From the Hickory Aviation Museum

Not only do we battle rain, wind, heat, wasps, and birds, one of the cats that roams the airport near the terminal decided to have kittens in the T-33 Shooting Star. If anyone is looking for a kitten, please stop by during museum hours and inquire. This is why we need to build the museum to get our aircraft indoors!!!!



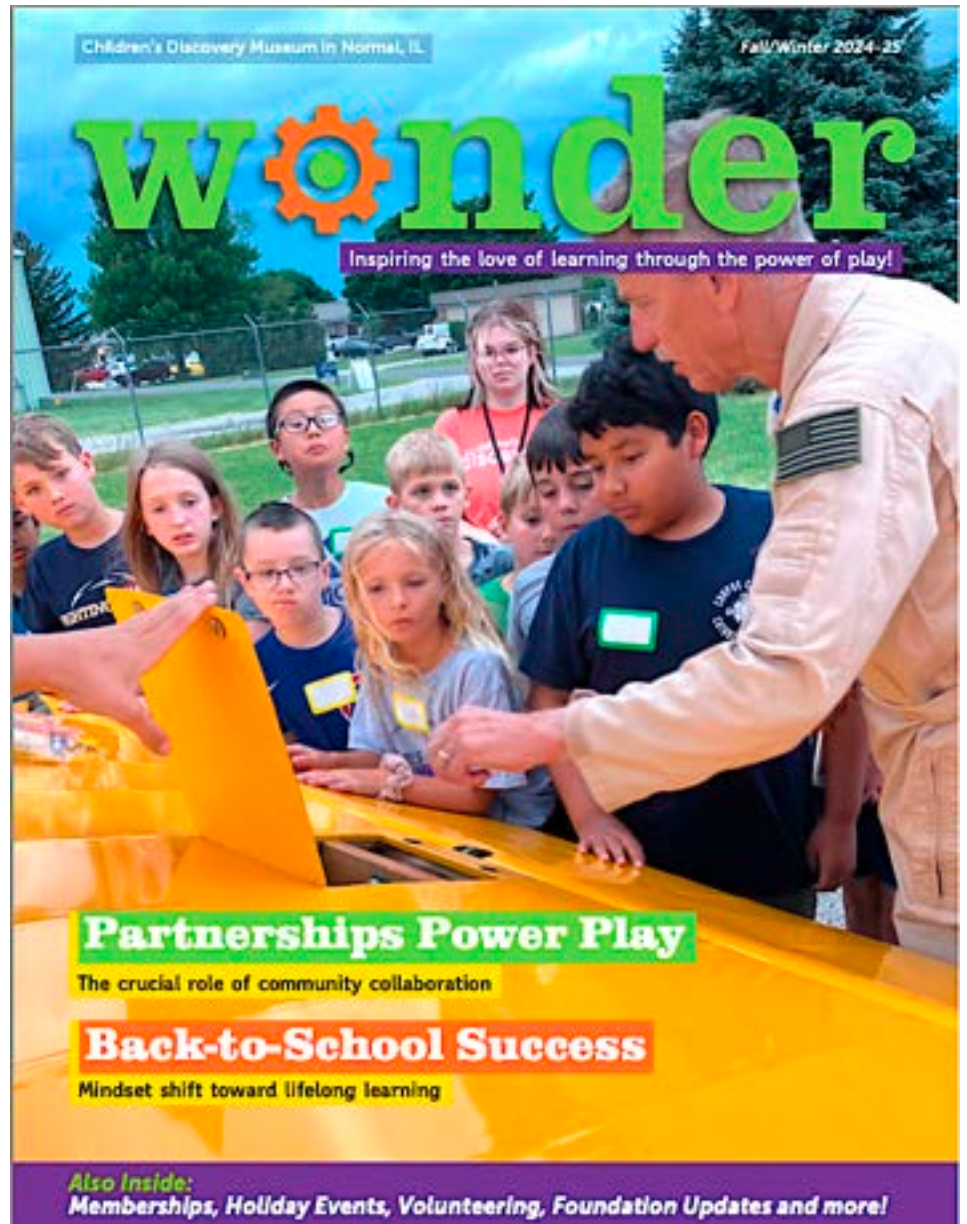
Collaboration Results in Aviation Summer Camp

From the Children's Discovery Museum newsletter:

Our cover story takes you on a flight with our "new" community partners who have long welcomed children for open cockpit days at the Prairie Aviation Museum (pages 4-5). This summer, our Education Director partnered with the fellow museum, the Central Illinois Regional Airport and the McLean County Experimental Aircraft Association to create a brand-new aviation camp that thrilled children and their caregivers. These collaborations make the Children's Discovery Museum a premier space for lifelong learning. Yes, the kids learned a lot, but so did the aviation professionals and amateurs! It was fun to hear grownups compare notes about improving their skills as informal teachers and camp leaders.

Beth Whisman

*Executive Director
Children's Discovery Museum*



John Rettick of EAA Chapter 129 shows some of the inner workings and fabric covering of his Stearman aircraft.



My P51 Ride

Back in August of 1969, I was a college student with a Private Pilot License and a job working weekends as a line boy at Clark Aviation here in Bloomington, IL. I joined EAA that year and while walking in the warbird area at the annual EAA Convention in Rockford I came upon a white P51 N5423V. Back then it was rare to see a WWII paint job on surplus fighters. I began small talk with the owner, Walter Oaks, and casually asked about going for a ride. He surprised me by saying he was scheduled to fly with some other warbirds prior to the afternoon airshow and I could go along if I paid \$50 to offset fuel costs.



You can bet I met him later that day and he offered to let me sit in the cockpit and take all the photos I wanted. I climbed in the back and he started the Merlin. Lots of noise and great engine exhaust smells. We taxied out past the crowd with another P51 and took off. I remember lots of noise and fast acceleration both on the runway and when airborne. We formed up with the other P51 and then began making high speed passes and quick pull ups in front of the crowd. I could barely see the airspeed indicator around his shoulder but it

was 300 kts or so and then probably a 3G pull up.

After making several passes we climbed up to 6,000 ft where there were some nice puffy clouds. He did a few rolls in and around the clouds and then we headed back for the landing. I experienced the typical the crackling and popping exhaust noises when he pulled back the power on the Merlin and we taxied in.

Unfortunately this P51 crashed at an airshow in 1990. Since P51s are so valuable even fatal crashes are typically rebuilt, it flew again as "Little Horse" N51PE in 2005 and last I heard it is now based at the Dakota Territory Air Museum in Minot ND.

Overall one of my great aviation adventures. Considering inflation my \$50 P51 ride would cost about \$450 in today's dollars. I know you can't find a P51 ride today for two or three times that cost. Since that time EAA has changed the rules so they can't take passengers for the afternoon warbird displays. I was very lucky for this opportunity."

Steve Chace

EAA48614



Keith Unzicker's Culver Cadet in the News

Keith's Culver Cadet is showcased in the November/December issue of EAA's Vintage Airplane Magazine.

Keith purchased the Cadet in 2010 after it sat for 30 years in need of major repairs. After seven years of restoration, it flew again in October, 2017. See the full restoration story in the October, 2023 Flypaper at: [Keith's Culver](#).



Keith and his Culver Cadet at the EAA Chapter 129 June, 2024 Fly-In at 11LL Thacker Field



2024 EAA Chapter Member Survey
For All Chapter Members

EAA CHAPTER 129
BLOOMINGTON-NORMAL, ILLINOIS



[Take Survey](#)



2024 Cessna 195 Convention

When I decided to get the 195, one of the reasons I wanted one was to join a “type club” and be able to meet people that have the same passion for the airplane and help provide maintenance support and tips. We have now been able to fly to two national conventions with this years’ being in West Yellowstone, MT.

Our journey started on Labor Day this year. Holly and I left 74IL and headed to Marysville, Mo (EVD) for fuel and lunch. Great airport with a newer terminal and runways and the best price on fuel near our route. Three crop-dusters were flying that day seeding cover crops in the area so that was fun to watch. It was a beautiful sunny day with an unusual tailwind going west.

After lunch, we took off and headed to Goodland, KS (GLD) where we were greeted by our hosts for the night, Scott and Alice Collet, owners of Butterfly Aviation.



Leaving Goodland

They are a full-service FBO and maintenance shop, specializing in C195 rebuilds. We met them at last years’ convention, and they had completely rebuilt our airplane for its previous owner about seven years ago, so it was a bit of a homecoming. They helped me top off my tailwheel strut as it was a little low and two other airplanes came in from Memphis to make the trip with us the next day.

Tuesday morning, we all arrived at the airport before dawn to do our final loading and preflight. Another great flying day with a sunrise departure! We flew in a very loose in-trail formation of three 195’s and one RV8 heading to Laramie, WY for our fuel stop. We received prompt fuel service and got to check out the new FBO terminal.



Three Forks, Mt



Big Sky, Mt



Twin Bridges



~See 195 Page 14

2024 Cessna 195 Convention

~From 195 Page 13

We then left for Jackson Hole, WY. On this leg, it was safety in numbers due to the sparse areas we were flying over. I had a personal locator beacon, and we were in radio communication in case one airplane had problems, another could call for help. I was also able to try out the oxygen concentrator I bought before the trip. We did most of that leg at 10,500 and the concentrator is rated for two people up to 14,000. Holly really could tell the difference quickly after we started it. It gives us the option of some higher altitudes for out west, or in the Midwest to get into cooler temps in the summer. No need to worry about using up an O2 bottle with the concentrator so we are more likely to use it below 10K as well.

We had our only small weather deviation just south of Jackson that we were watching on Foreflight. It was beautiful coming through the valley South of Jackson. We went right past the top the main ski lift then the city appeared at base of the mountain below. Our group leader (not me) didn't realize that they didn't have any ramp space available for us to spend the night. A quick call to Driggs, ID to find out they had two rental cars available for us. So, now we also get to fly to Idaho! A quick flight to climb up to get through the Teton pass and a landing at Driggs. We really wanted to drive back to Jackson to explore the town which we were able to do and enjoy.

The next afternoon after a morning drive through the Teton National Park, we flew up to West Yellowstone, MT. We were near the end of aircraft arrivals with about 25 coming from as far away as Maine, Texas and California. A few others airlined in as well.

On Thursday, we did a very scenic flyout to the north, flying right over the Big Sky ski resort area then landing at Three Forks (9S5) for a lunch provided



Twin Bridges



Twin Bridges

by the Montana Antique Airplane association. Then we boarded buses to tour the Lewis & Clark Caverns. On the way back to West Yellowstone, we took a different route suggested by our host that put us in a wide valley with several ranches and the main Big Sky airport below us.

~See 195 Page 15



2024 Cessna 195 Convention

~From 195 Page 14

Friday, we flew out further West to Twin Bridges (RVF) to the host family's home airport. They are ranchers, among other things and run the airport. We were able to see a Wilga in the shop getting a major rebuild and a large car collection that they have. Oh, and feast on a great Prime Rib lunch! All with beautiful mountains off in the distance.

After flying back to West Yellowstone, we had maintenance seminar. Several of the 195 experts were there to answer questions on engines, electrical systems, the availability of rebuild parts and landing gear issues. I took a couple of pages of notes and realized that I have a couple of small issues to address. A great learning experience.

The next day included a bus tour of Yellowstone National Park with a dinner and silent auction fundraiser that evening. The next day, we decided to take an easy morning and left after our group of three other airplanes. We took a different route east and flew over the national park and were able to see a lot of steam fields from the air and circled over a huge waterfall and canyon that we saw from the ground the previous day. Then we headed straight east on a route towards Cody, WY, then turned southeast and headed towards the Denver area. We went up to 13,500' to see how the airplane and oxygen concentrator worked. Both A-OK so we stayed to take advantage of the cooler temps and lower fuel burn.

We landed at Erie, CO on the North side of Denver near where Holly's sister and brother live. The winds were still light, so I took up several family members for rides that afternoon.

We were there a couple of nights and then headed east to Omaha to spend a little time with Holly's parents who live there. After that, we made the last leg home to 74IL.

Over 10 days we landed in 8 states at 11 airports with



Yellowstone

over 25 hours flight time. This is only my second mountain flying trip with the first one being over 30 years ago. We were very fortunate to have great VFR weather the entire time and even more important, light winds. I found that both ADSB and cell phone coverage was more prevalent in Wyoming and Montana that it is at times here in the flatland. That was very helpful and reassuring for future travel. We had a great time and are looking forward to next years 195 convention in Maine!

~David Pfister



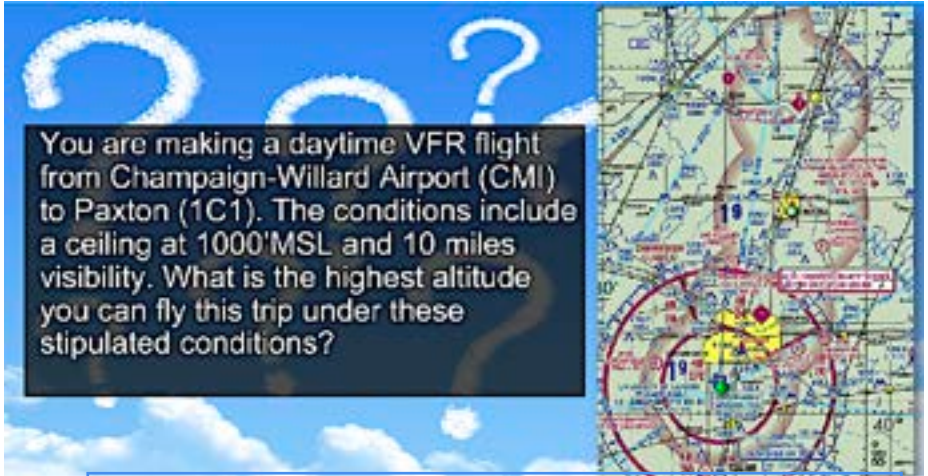
November VMC Club Review



We had a fun and well attended VMC club meeting at the chapter hangar on Saturday

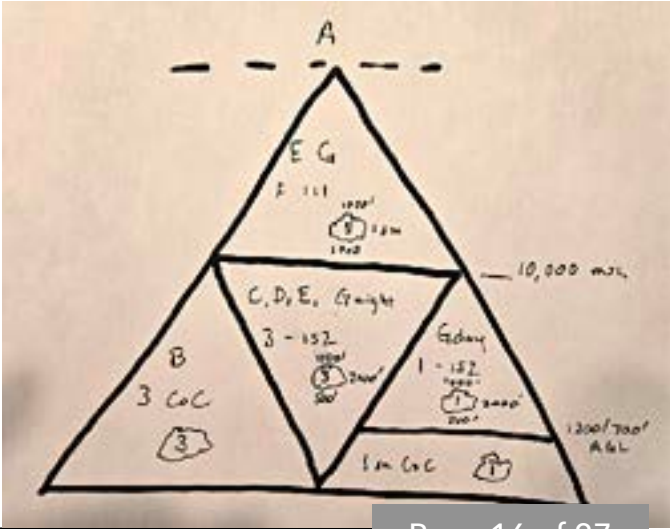
November 9th. It seems that word is getting out about all the cool stuff Chapter 129 is doing. We had 39 attendees with 2 new prospective members! Bill Thacker led the meeting this month that featured a Question of the Month (QoM) paving the way for a discussion on required VFR weather minimums for VFR flights. The scenario that Bill presented was a short flight between CMI and 1C1 and that though the flight visibility was excellent the ceiling was limited at 1000' AGL. The question was, what is the highest altitude that you could make that flight. We had lots of guesses but the best answer was that you would have to remain below 700' AGL, so as to remain within class G airspace below the transition altitude from class E. Then came the fun part. Bill passed out pencils and paper to the crowd and we all learned an easy way to remember just what are the required VFR weather minimums for every type of airspace by drawing the VFR wx Triangle. The triangle takes an incredibly complicated FAA wx/airspace chart and makes it easy and understandable. For those that attended, thanks for coming. Next time "Bring a Friend"!

~Bill Thacker



You are making a daytime VFR flight from Champaign-Willard Airport (CMI) to Paxton (1C1). The conditions include a ceiling at 1000' MSL and 10 miles visibility. What is the highest altitude you can fly this trip under these stipulated conditions?

Answer: You must remain below 700 feet MSL - the ceiling of the class G airspace where you can legally fly remaining clear of clouds. Above that, you enter the class E airspace and must remain 500 feet below the clouds.



EAA Chapter 129 VMC Club meets every second Saturday at 0900



November IMC Club Review



The November IMC Club meeting was held on November 2, 2024, at the EAA 129 hanger. I had the privilege of leading the discussion and was backed by none other than Jay Allen & Bill

Thacker.

The initial question dealt with altimeter standards for IFR operations. Specifically, "When we set the altimeter on the ground before departure, what accuracy must be observed?"



The answer is: 75' and that is referenced from AIM 7-2-3.a3 & CFR43, Appendix E. However, the group further discussed the elevation on different points of the airport as being needed and needing to reference the Airport Diagram/10-9 page to obtain the required elevation. Here at KBMI the field elevation (the highest point on the airport) most anywhere on the geographical airport is close to 871'. However, at KPIA the airport elevation is 661' but the elevation at the approach end of RW 13 is 636'. If we go a bit further south to KSTL we will find the airport elevation is 617' but at the approach end of RW

12L the elevation is 528; an 89' difference! To obtain the required altimeter accuracy we need to know where we are on the field.

In the second segment of the session, we were given the following scenario: you are a pilot on a flight to Bar Harbor, ME (KBHB) from Connecticut in a Piper Arrow. The weather at the KBHB is improving, it is VFR, after a front passed though there is a shower East of the field and moving east. Additionally, 15 miles from the airport is Cadillac Mountain, the highest point on the eastern seaboard. The wind is from the west and RW 22 is the advertised Approach & Runway on the ATIS. Traffic is a Saab Airliner in front of us. On Approach Control you hear the Saab request a BC Approach to RW 4. A few minutes later the Controller asks you which Approach you want to fly? You wonder if you are missing something? There is a lot of input here: What are you missing?

The group discussed all the above factors, and more. In the end we decided none of it was critical. It was, in fact, a lot of data that did not have any bearing on our flight. And much of the time when we fly, that is exactly the case: we are exposed to information, sometimes a lot of information, that we take in, evaluate, and discard as not being pertinent to our situation. Each flight is unique. Aviate, Navigate, Communicate, and always, always, always, Evaluate.

~Rick Anhalt



EAA Chapter 129 IMC Club meets every first Saturday at 0900

Help Needed!

Last month we elected the formal leadership team for the chapter. These essential positions are required by EAA as well as to keep our non-profit status. The President, Vice President, Treasurer, and Secretary will focus on “the business” of the chapter.

So 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.

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 Charlie Bates (cmbates50@gmail.com) or Kirk Sampson at the EAA mailbox (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



Veterans Day Ceremony Flyover

Monday, November 11, a group of EAA Chapter 129 pilots and safety observers flew an Honor Flight in recognition of Veterans Day 2024.

The American Legion Posts 635 of Normal and Post 56 of Bloomington and Bloomington VFW Post 454 held a joint memorial service at the VFW hall in Bloomington and the flyover is planned to be part of the service.

Before each flight, an extensive safety briefing is held preparing the pilots for the departure, flight and return following the flyover. Each pilot had pre-flighted and located their respective airplanes on the Synergy Aviation ramp area prior to meeting for the preflight briefing. This allowed total focus to be given on the safety briefing discussion and avoided potential flight time delays following the briefing. Prior to each Honor Flight, the Bloomington air traffic controllers are briefed about the flight plan, times and identification of the airplanes included with the flight. The Honor Flights are flown as a flight of aircraft rather than individual aircraft. All flights are flown with each aircraft safely in trail of a lead airplane, not in any formation.

The safety briefing began at 9:15 with John Rettick using a whiteboard to outline individual times that the flight would target. Doug Reeves provided an aerial map of the Bloomington area displaying the planned routing drawn from the start at the airport to completion back at the airport with each visual reference points identified. A Foreflight flight plan was shared with all pilots to provide inflight reference points along with a flight log that gives times and distances to each visual checkpoint.

The briefing starts with each pilot and safety observer filling out a flight log sheet that records assigned common frequencies that all pilots will use during the flyover, an initial altimeter setting to assure



common flight altitudes, an agreed upon climb airspeed and an agreed upon cruise speed. Once the basic common factors are noted, the current ATIS information is noted to identify potential runway use and anticipated wind conditions. The discussion continues with assigning a safety observer with each pilot, the planned airplane lineup on the ramp, times for engine start, radio check-in, engine run-up, and time for taxi. Once the expected runway is identified, taxi time to the departure runway is calculated and



a planned departure time is set. Since each airplane has different climb speed capabilities, plans are established to provide safe spacing and altitude before any turns are initiated. Using the prepared Foreflight flight log, time to an agreed upon holding area and time over the target are determined. Additionally, any planned turns while in route are agreed upon and will be called out on the common frequency by the lead plane.

~See Veterans Page 20



Veterans Day Ceremony Flyover

~Veterans from Page 19

Communication between the planes and the air traffic control tower is discussed with an agreed upon plan of which pilot will communicate with ATC for the flight.

The pilots and safety observers for the Veterans Day Honor flight were Doug Reeves, John Rettick and Rick Anhalt in the lead plane, Matt Kerner and Bill Thacker in the second, Charlie Bates and Chad McCue in the third and Paul Krueger and John Payne in the fourth.

Jim Visel and Wayne Aldrich drove to the VFW hall to meet with the Legion and VFW leadership and observe the flight from the ground.

With the briefing complete and the planes ready to go, each pilot and safety observer boarded their airplane.

At the predetermined time of 10:22, all the engines were started and each pilot signaled that they were ready for a radio check-in and engine run-up. Following confirmation that each pilot and plane were ready for the flight, the air traffic control tower was contacted by the lead plane requesting taxi clearance for the flight of four aircraft at 10:27. The planes taxied to the active runway and the tower was contacted for take-off clearance at 10:32. Once clearance was granted, each airplane taxied to the runway and departed in sequence as a rolling departure.

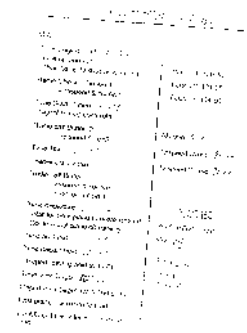
The flight followed the predetermined flight track and arrived at the agreed upon holding area north of Normal at 10:39. After two right hand holding turns, the flight departed to the south at 10:47 with the planned time to fly over the Veterans Day ceremony at 10:50.

After the last plane flew over the ceremony and called their position, a

270-degree turn was initiated to return over the ceremony a second time, departing to the west as a tribute to those veterans who have “gone west” in death.

After the final plane reports over the ceremony for the final time, the flight returned to the airport requesting clearance to land as a flight of four planes. Each aircraft landed safely and taxied back to their hanger areas by 11:00.

Following each flight, a detailed, 30-minute debrief is held to review every detail of the flight for safety,



any changes from the plan, suggested improvements, and personal observations.

Jim Visel and Wayne Aldridge reported back from the VFW ceremony that there were several groups of children among those attending that observed the flyover. A phone call from Butch Ekstam, organizer of the American Legion Post 635 Honor Guard, always follows the ceremony relating the perspective from the audience and noting the accuracy of the time scheduled over the ceremony.

The Honor Flight activity has been practiced and improved over the past two- and one-half years to assure safety and precision while providing an opportunity for our member pilots and safety observers to show respect for our fellow veterans.

Submitted by
Doug Reeves



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Builder Updates - Dean Olson's Cub

The last big step in the left wing build for the cubby is the transition from the leading edge to the wing tip bow. It involves making a rigid, one or two piece, part to support the fabric when applied.



The first try was making a fiberglass part. I spent some time filling the area with foam and trying to form it to a satisfactory shape. After several hours I gave up and decided to try my hand at shaping an aluminum "boot" instead.



I first made a shrinking dish and purchased a teardrop plastic hammer to help in the shrinking process. The shrinking dish is a small hollow in the 2 X 10 work bench board. The dish helps form a tuck or fold in the aluminum and then holds the aluminum so it can be forced into itself making the sheet thicker in that spot and thus shrinking the sheet in that spot. I found that I couldn't control the depth of the shrink or the amount of shrink. In other words, it works way too well. Back to the drawing board.



I spent the next day or so figuring out how to make a tool to make the required "tuck" without the bending that the shrinking bowl does. The above picture was the results and I am proud to say it does exactly what I wanted it to do and completely controllable. I got the basic concept from a metal shaper in the new England area



~See Olson Page 23

Builder Updates - Dean Olson's Cub



These "tucks" are the start of a shrink. Carefully force the tuck flat at the edge of the sheet and then slowly hammer the rest of the tuck flat. That is a severe over simplification of the process but that is what you do.



This single piece probably has as many as fifty tucks in it to get it to come around the front of the wing and curve around. There is no flat area on this part. If there is no flat area on the part it means that there has to be some stretching or shrinking to accomplish that. Any stretching or lumps and bumps flattening was done on the chapter English wheel. What a tool!

Now all I have to do is weld the two halves together. I hope I am up to the task.



Builder Updates - Greg Remaley's RV-14A

Work on the lower fuselage floor for my RV-14A project just completed before Thanksgiving. Firewall and center tunnel are next - hopefully done by Christmas. The fuselage sides should be going on after the holidays.

At that point I'll be ready for the "big join" as they call it. Connecting the aft fuselage/empennage and the forward fuselage. They tell me it starts looking like an airplane at that point.

Greg Remaley



Builder Updates - Mark Langley's Christavia

"OOPS!, OU-OH and Rebuild"

Jan 2024 to Nov 2024

What had to be done for our aircraft to be correct and safe to fly, according to the FAA's criteria.

Feel free to ask me questions!

When building an aircraft, it is essential to do it with all of the help you can get, from friends and expert advice from them and Tech Counselors. These abound in our circle of friends. Building an aircraft that is safe and strong is a group affair, because no one wants to see a friend get hurt or perish because of an available or missed item during the construction of an aircraft, and there are many that can be missed. Thanks to the many friends and helpers we have had during this rebuilding phase, we found and corrected items that needed replacement and repair. From small welding facets to large pieces that needed to be removed and replaced, on the fuselage, and bolts that needed to be changed to face the correct direction. We need to thank all the persons for their help, i.e. Bill Thacker, John Rettick for parts, paint and expertise, to begin with, along with George Wilts, Doug Reeves, Ed Biggest, Fred Thomas III, Keith Doornbos, Dean Olsen, Dave Kewley, Josh Fisher, Greg Lepine, Larry Whitbeck, Roger Hougham and Jim Hazen.



~See Christavia Page 25



Builder Updates - Mark Langley's Christavia

~From Christavia Page 24

After stripping the wings, fuselage and control surfaces and making sure all areas were inspected by TC and corrected and the inspection letter made and submitted to EAA by Greg Lepine, covering was accomplished thanks to John Rettick for the loan (in advance, to be repaid) of 35 yards of ceconite 102, and Bill Thacker's present of a bottle of Eco bond glue and several cans of UV primer and white primer. Now per the usual situation I await monies to continue on the wings and control surfaces. The fuselage is complete and assembly is proceeding.

Josh Fisher helped to install the refurbished engine mount and Fred Thomas aided me in remounting the engine. Further accomplishments are coming as they occur. Thanks to all!

Safety First and Always.

~Mark Langley



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

EAA Chapter 129

Charlie Bates - President
Wayne Sampson - Treasurer, Dir of Development
Chad McCue - VP
Doug Reeves - Secretary
Chad McCue - YE Coordinator
Wayne Aldrich - STEM Coordinator, Ray Aviation Scholarship coordinator
George Wilts-Tech. Counselor
Kirk Sampson - Media & Web Editor
Bill Thacker - Advisor
Newsletter Editor - Charlie Bates

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fb - EAA Chapter 129

email - eaachapter129@gmail.com



Be sure to check out the December edition of Midwest Flyer Magazine

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



At our November gathering on Nov 21, we elected our chapter officers for 2025 and 2026. They are:

- President: Charlie Bates
- Vice President: Chad McCue
- Treasurer: Wayne Sampson
- Secretary: Doug Reeves

Thanks to these candidates for stepping up and offering to help lead our chapter for the next two years and we will need more volunteers to help with our event planned for 2025.

Thanks to the many members who have contributed through 2024 to help with our many activities, including Saturday morning breakfasts (and grocery shopping), VMC and IMC Club events, fly-ins at 11LL, chapter monthly gatherings, building maintenance, banking, Young Eagles coordination, pilots and ground crews, STEM youth activities and Youth Camp, media announcements, attendance at EAA's Leadership Academy and general planning of events for the chapter. I'm sure I haven't covered all of our volunteer activities here as there are a number of behind the scenes volunteers making a big difference.

Please see the **Help Needed** column on page 18 for some opportunities to help lead our initiatives in 2025. We will occupy our new hangar space on the new GA Hangar campus and now have a team of members to plan and coordinate the logistics of this project. Thanks to members Wayne Aldrige, Matt Kerner and Doug Reeves for taking on this responsibility.

We are working on building three flight simulator stations and are very much in need of some technology folks to chip in and pull that project through. Our summer poker run was our intro to offering flying events and we learned a lot from that event. We need a team to plan and execute events for 2025.

Also watch for an opportunity to join our Build and Fly team headed by Matt Kerner. Our chapter has purchased an RC plane (SIG electric-powered eKadet LT-40 kit) from EAA as part of their Build and Fly program for a build project at our 2025 Youth Camp. Matt will lead a team building the first model who will be instructors at the camp next summer. More on EAA's Build and Fly program [HERE](#).

EAA Youth Protection Training is an important step in keeping youth and our volunteers safe. It is required for EAA Young Eagles pilots, YE coordinators and field reps, and for people who work with youth on a regular basis through EAA and EAA chapters. Please take a few minutes and complete the training at: <https://www.eaa.org/ea/training/youth-protection-training>. We plan to have a good number of youth programs, introducing them to aviation.

And finally, thanks to the many contributors to our Flypaper newsletter, filling it with exciting member activities.



~ Charlie



PODCASTS that you will want to hear. Outstanding interviews from some of the industry's best. Click on the link above and taste a sample of The Green Dot. Traveling? These episodes will pass the hours and miles in short order.

