

The Flypaper

Promoting Sport Aviation in Central Illinois for More Than 60 Years



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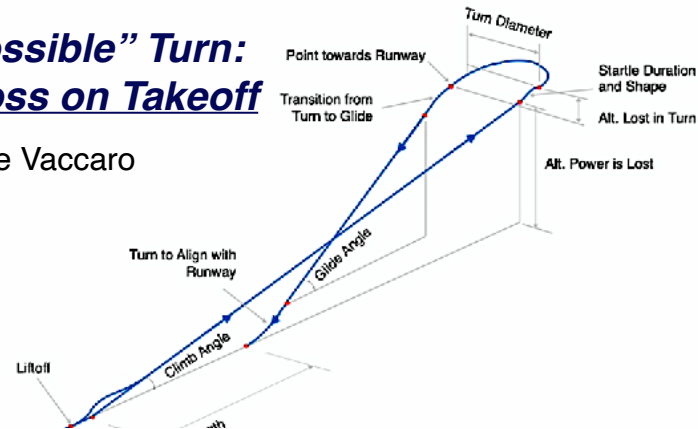
October Chapter Gathering - Thursday, 10/17

Our program this month is:

Teaching the "Impossible" Turn: Surviving Power Loss on Takeoff

- With Jeff Brown and Mike Vaccaro

EAA Chapter 129
Hangar F15
2825 E Empire St
Bloomington, IL



Jeff "Jefe" Brown

- Retired USAF Colonel
- C-130 pilot
- Multiple deployments
- USAF Weapons School graduate
- Civilian CMEL pilot & EAB repairman
- Homebuilder (Glasair Sportsman)
- Currently a Senior Analyst for the Rand Corporation
- Coder behind the TLAR app



Mike "Vac" Vaccaro

- Retired USAF Lieutenant Colonel
- F-4, F-15 pilot
- Fighter Weapons School instructor
- Test pilot
- Multiple combat deployments
- Civilian instructor since 1983
- Current airline pilot
- Part of the FlyONSPEED team



6:00 PM - Gather for spaghetti dinner
- Members please bring sides of breads, salads, deserts

7:00 PM - Program



Chapter 129 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.



October 5, 0900

Instrument Proficiency Check

Max Foor, CFI, CFII, ATP Lead Flight Instructor and Part135 Phenom Captain will lead us through what is required when preparing for and

taking our Instrument Proficiency Check, IPC. He will share real world experiences and scenarios to help us all be prepared to fly out the other end of a successful check ride with confidence. Max is an excellent educator with a broad base of knowledge. **Don't walk into any check-ride without knowing what to expect.**

October 12, 0900

October VMC Question of the Month:

Question: Consider the yellow tinted areas on a sectional chart. If you are flying outside a yellow area, is that considered flying over a sparsely populated area with regards to minimum safe flight altitudes (FAR 91.119)?



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!



FAA Team
Safer Skies Through Education



FAA
Aviation Safety

Chapter 129 Calendar of Events

Saturday, October 5

7:00am Chapter Weekly Pancake Breakfast

9:00am IMC Club

11:00am Springfield Fly-in and Car Show

Saturday, October 12

7:00am Chapter Weekly Pancake Breakfast

9:00am VMC Club

Thursday, October 17

6:00pm Chapter Gathering

Saturday, October 19

7:00am Chapter Weekly Pancake Breakfast

10:00am Young Eagle @ Logan County

Saturday, October 26

7:00am Chapter Weekly Pancake Breakfast

Saturday, November 2

7:00am Chapter Weekly Pancake Breakfast

9:00am IMC Club

Saturday, November 9

7:00am Chapter Weekly Pancake Breakfast

9:00am VMC Club

Saturday, November 16

7:00am Chapter Weekly Pancake Breakfast

Thursday, November 21

6:00pm Chapter Gathering

Saturday, November 23

7:00am Chapter Weekly Pancake Breakfast

Saturday, November 30

7:00am Chapter Weekly Pancake Breakfast

Saturday, December 7

7:00am Chapter Weekly Pancake Breakfast

9:00am IMC Club

Saturday, December 14

7:00am Chapter Weekly Pancake Breakfast

9:00am VMC Club

Thursday, December 19

6:00pm Chapter Gathering

Saturday, December 21

7:00am Chapter Weekly Pancake Breakfast

Saturday, December 28

7:00am Chapter Weekly Pancake Breakfast

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

Or scan the QR code below



EAA 129 Event Calendar

EAA CHAPTER 129
BLOOMINGTON-NORMAL, ILLINOIS



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.



September 20 Chapter 129 Gathering

Chapter 129 sponsored their fall chapter gathering and fly-in/drive-in pancake breakfast at Bill and Janice Thacker's home airport 1LL on Friday September 20 and 21.

Preparation began on Thursday, September 19 with a team from the chapter helping Bill prepare his hanger and airstrip for the Friday night gathering and the fly-in breakfast on Saturday. Bill and his partner, Scott, were busy cleaning the hanger and relocating his airplanes. Wayne Sampson had gone grocery shopping and brought the food and service items to the hanger for the event. Bernie Ockuly took control of Bill's International H mower tractor to mow the runway and the parking area. On Friday morning, Doug Reeves, Charlie Bates and Wayne Sampson loaded tables and chairs from PAM and the 129 hangar for Friday night and Saturday morning events. At 11LL, Mark Langley, Jim Visel and Paul Krueger assembled the grills and organized the food service area. ~See Page 5



Friday Gathering Dinner Prep



Friday Night Movie on the Hangar - "Red Tails"



September 20 Chapter 129 Gathering

~From Page 5 - The field was marked to accommodate 24 aircraft (plus overflow in the hay field if needed). Friday evening's gathering found about 50 members and guests attending for dinner. With the grills going, Mark, Jim and Paul cooked brats, burgers, and wieners for everyone. The members brought their favorite potluck dishes, and the tables were filled with great offerings. Following a great evening meal and lots of hanger flying, Bill provided the traditional night video on the hanger door, this year "Red Tails." A number of guests pitched their tents and campers and spent the night under the stars. Saturday morning, with Jim, Mark, Roger and Paul at the grills, pancakes, sausages, bacon, biscuits, and gravy plus coffee and juice filled the menu.



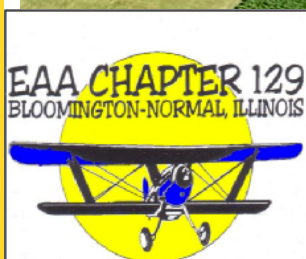
Saturday 0630 Dawn Patrol



Saturday Breakfast Prep



Stearman Arrival



September 20 Chapter 129 Gathering

With planes arriving at a brisk pace, over 23 planes were parked and their passengers headed for breakfast. The members and guests totaled over 75 attending. John Rettick brought his Stearman and gave a few lucky folks rides. Bill provided his Cessna 172 and his Super Cub for Jackson Zimmerman to provide a few Young Eagle rides. There was a wide assortment of aircraft on display. Mike and Jake Pratt from Louisville KY flew in with their twin engine Widgeton and a couple of winged kites flew in from Paxton. Planes were coming and going all morning with several great fly-bys providing the mini airshow. A couple of beautiful Cessna 195s, a good collection of Piper Cubs, and Cessna 172s were present for everyone to check out.

The fly-in was wrapping up just before noon and the team again went to work cleaning up Bill's hanger, returning all the tables and chairs, collecting the leftover food items, and returning Bill and Janice's home hanger to the condition it was before the event.

We are profoundly grateful to both Bill and Janice Thacker for allowing our chapter to hold both a spring and fall chapter gathering and fly-in at their beautiful facility. And a great thank you to everyone who helped make this weekend a magnificent event for Chapter 129 and for our guests.

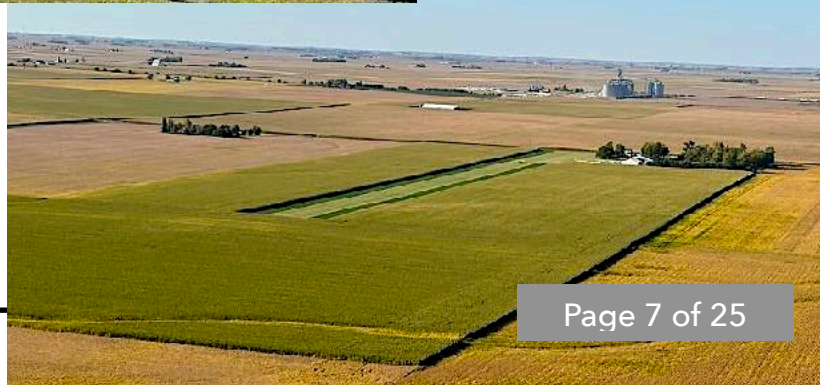
~Doug Reeves, Secretary



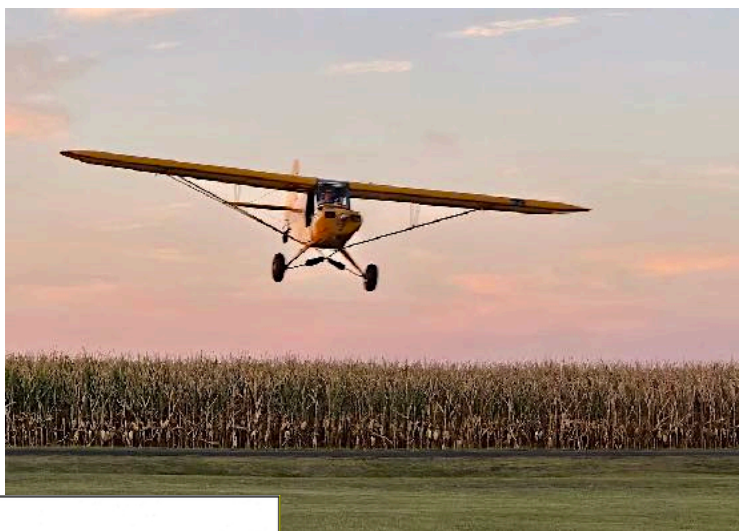
September 20 Chapter 129 Gathering



EAA CHAPTER 129
BLOOMINGTON-NORMAL, ILLINOIS



September 20 Chapter 129 Gathering



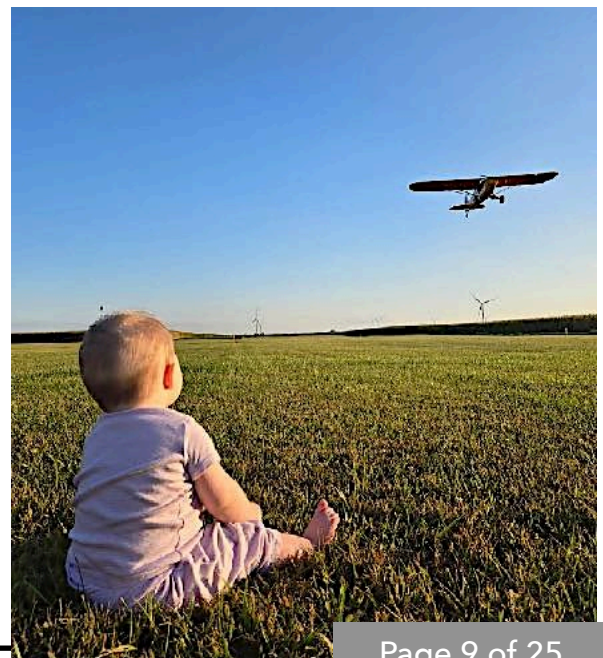
EAA CHAPTER 129
BLOOMINGTON-NORMAL, ILLINOIS



September 20 Chapter 129 Gathering



Early Risers for Breakfast



Members on the Move



Milestones

Chapter 129 members achieving their goals in aviation



Eva McCue is our most recent Private Pilot. She is a 17 year old senior at Lexington High School.

- 1st flight in a small airplane with Charlie Bates October 8, 2020 as a Young Eagle.
- 1st solo, Piper SuperCub July 7th at Thacker Airport 11LL.
- PPL in Cessna 172 N9870G October 2, 2024.
- Congratulations to Eva and her CFI Bill Thacker!



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>



Chapter Video Magazine

October 2024



An amazing opportunity at Danville airport

On Thursday, September 12, I stopped at Vermillion County Airport for fuel on a return trip from Wilmington Ohio. After fueling my plane I noticed a historic aircraft being preflighted on the ramp and I had to investigate.

The airplane was a 1944 North American P-51-D registered as N74190 that had been restored by Midwest Aero Restorations, Danville IL with nose art name "Happy Jack's Go Buggy" prominently applied to both sides of the nose.

The owner and pilot, Bruce Winter, was preparing to fly to Owensboro KY for an airshow over the weekend. Bruce shared information about N74190 being a true WW2 fighter that flew from Italy into Germany escorting the bomber fleets. The aircraft still has the original armament of six 50 caliber machine guns in the gun bays. Bruce was packing his personal belongings around the guns in preparation for his flight.

I asked the obvious pilot questions about how much fuel the plane burns and how long before maintenance for the engine. Bruce said the customary story is the plane burns 60 gallons of avgas per hour but modern recommendations are to run the engine richer at 70 gallons per hour. The Packard Merlin V-1650 engine should have the heads removed and rebuilt after each 500 hours of operation. He said when the heads are rebuilt, all the parts should be replaced instead of just examined and reinstalled. The lower unit of the engine can accumulate more hours before it needs to

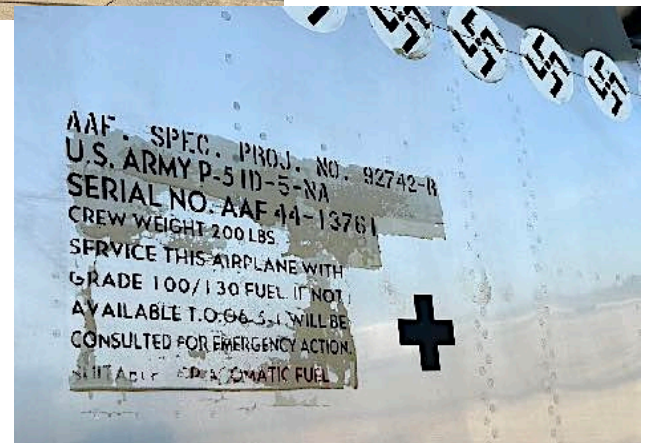
be overhauled.

N74190 was shown at Oshkosh Airventure several years since its original debut in 2008. It has been awarded as an example of accurate restoration of a true WW2 fighter.

Bruce said he has @ 10,000 hours flying P-51s and totally enjoys flying this plane.

My fuel stop turned into a once in a lifetime opportunity to meet Bruce and personally view his beautiful P-51-D aircraft.

Doug



An amazing opportunity at Danville airport



The aircraft still has the original armament of six 50 caliber machine guns in the gun bays



Bruce was packing his personal belongings around the guns in preparation for his flight.

September VMC/IMC Club Reviews



The September VMC meeting was held with @18 attending and focused on the Question of the Month: **What expenses can be legally shared by private pilots and their passengers while operating under Part 91?**

The answer is explained in FAA Advisory Circular AC 61-142 Sharing Aircraft Operating Expenses in Accordance with Title 14 of the Code of Federal Regulations (14 C.F.R.) 61.113 (c).

Answer: In general, a private pilot can share the operating expenses of a flight with the passengers if the pilot pays at least his/her share of the expenses of that flight. **Such expenses include fuel, oil, airport expenses, and rental fees. The pilot can share the expenses if all on board, including the pilot, share the flight for a common purpose.**

The discussion developed on the specific limitations described in the Federal Regulations and how there are specific exceptions, but these exceptions must be closely followed.

Those attending shared their individual experiences and discussed situations where a violation could have occurred.

A YouTube video from the FAA and AOPA titled **Cost Sharing Your Aircraft** was shown featuring representatives of the FAA and AOPA discussing the legal requirements for aircraft flight expense sharing.

After viewing the video and discussing the FAA Advisory Circular information it was agreed that private pilots need to be extra diligent when sharing costs of flights with passengers to avoid a potential FAA violation.

~Doug Reeves



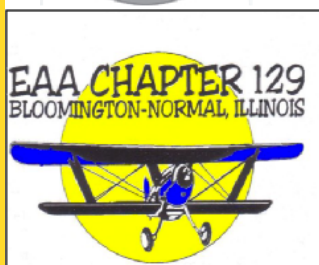
Sept. 7, 2024 IMC Club Recap

A pilot intends to fly from KMOR (Morristown TN) to 1A5 (Franklin NC), a 102NM flight. The weather at both airports has winds 010 @ 12 gusting 18 with ceiling 2500 and visibility 2 miles. The sole approach at 1A5 is an RNAV (GPS)-A, which in this case requires a circle to runway 7. The approach minima are 3620 MDA and 1 ¼ visibility. 1A5 has an airport elevation of 2034 with rising terrain in the area all

quadrants. The MSA within 25nm radius of the airport is 7900 feet.

Those are the supporting facts, if you will, of this scenario. The discussion was very interesting, with many questions and concerns covering the actual details of the execution of the procedures necessary to making a safe circling approach in marginal weather.

~See IMC Page 13



September VMC/IMC Club Reviews

~From IMC Page 12

This discussion further revealed only a few pilots in the audience that had experience executing similar procedures in the real world. Therefore, most of us agreed this would not be an easy thing to accomplish, including the opinion that this was not something most would even attempt from the outset. Naturally, discussions of good pilot decision making ensued.

So back to the scenario. The pilot was cleared for the approach and issued the above weather, at which time he elected to continue. Upon successful completion of the first portion of the approach and within visual proximity to the airport he commenced the circle only to fly through a rain shower, thus losing visibility. During this, the pilot reported being at 3000 feet (620 feet below circling MDA) and beyond the MAP. He then decides to execute the missed approach and continue to his alternate KAVL (Asheville, NC), but was not clear on how exactly to execute the missed approach procedure safely and continue to the alternate. The enroute MSA over to KAVL is 6800.

I must say that, for a group of individuals who had not for the most part experienced this themselves, they asked solid questions targeting the intricacies of this operation, its execution and the decision making leading up to someone continuing on with these intentions. Mostly we settled into agreement that these questions should well have been answered long before taking this flight in the first place. Let me relate some examples of our questions and discussion points to illustrate.

- Has anything changed about the "suitability" of the landing conditions since departure?
- Since the weather is consistent with original weather brief, why the apparent surprise on the pilot's part that the conditions were not conducive to the flight's completion?
- What is the significance of a RNAV (GPS)-A approach?
- What Approach Category would you use and why?
- Is your Approach Category selection optional?

On such an approach, when would you typically initiate a descent below the MDA?

Under these circumstances (below MDA and beyond MAP), what is the best way to proceed once you've determined to abandon the approach at Franklin?

What is your plan for intercepting the Missed Approach procedure from the circling approach?

What if the weather gets bad at the alternate while enroute?

The above are just some of the great questions we discussed in detail at the meeting. We felt that if these and many more questions, hadn't found their answers well prior the flight, then the pilot was ill-advised in even attempting such an operation.

After our early IMC Club meetings in which we took on some more straight forward, less complex subjects, we determined ourselves to make things more challenging and to focus on instrument flying related issues and operations. We don't expect anyone to have all of these answers, and I had to do some research myself to simply lead the discussion in a capable manner. *But our genuine hope is that all participants feel they are in a group of fellow aviators, in whose company they literally cannot embarrass themselves, regardless of what they say or ask.* This is the essence of the IMC Club – you are joining in with a group of pilots with mutually beneficial goals. Those are: To achieve safety and proficiency through education and experience. We are here to help each other, learn, decide, improve and execute safely.

Always learning,

Jay Allen

allenj342@gmail.com

Resources for continuing education if desired:

<https://www.boldmethod.com/learn-to-fly/maneuvers/how-to-go-missed-from-a-circling-approach-where-to-turn-and-join/>

<https://www.ifr-magazine.com/technique/going-below-minimums/>

FAR 91.175(c)



What is your Approach Category protected area in nautical miles during the circle? How much obstacle protection is incorporated with that?

Prairie Aviation Museum

Prairie Aviation Museum members attack corrosion

Having aircraft displays outside all year at Prairie Aviation Museum creates challenges with corrosion and deteriorating paint. Members Mark McBride and his son, Josh, have attacked the corrosion on the museum's AH-1J Sea Cobra. The areas showing signs of paint blistering and seam corrosion are being cleaned, sanded, and primed to correct the deterioration. Even places that aren't conspicuous to visitors are being examined to make sure the structure of the Cobra doesn't become compromised. Mark and Josh have adopted the Sea Cobra and have already cleaned the



interior cockpits, refreshed the instrument panels, replaced missing parts that will accurately reflect the original equipment. Using a 3-D printer, Josh has replaced several small parts and is working to complete the interior. New seat covers have been ordered to replace those that were torn and dry rotted. The Sea Cobra will be refreshed for our visitors soon and will reflect its appearance when it served the Marines in the Vietnam war.

Civilian aircraft also have issues maintaining their appearance when displayed all year outdoors. The

elements are harsh and cause paint to fade, chip and peel. Once the protective covering is damaged, it's just a brief time until corrosion of the

aluminum body follows. Member Dennis Lawler and George Bottrell have been working on the museum's Aero Commander 680 to remove peeling paint and repair potential

corrosion areas.

Dennis and George take turns on sanding, chipping, taping off stripes and caulking the body and wings of the Aero Commander. Dennis works from the ground and George takes the scaffold and ladder to attack the

higher areas. With sanding close to being complete and ready for priming, Dennis hopes to have the priming and paint touched up by the end of this year's painting season.

Prairie Aviation Museum's work teams are busy the year around keeping the display aircraft in excellent condition. Our volunteer workers take extraordinary pride in their craftsmanship even

though only a few have aviation maintenance training.

Stop by Prairie Aviation Museum and see the work being done to preserve our display aircraft.

~Doug Reeves



[Visit Our Website](#)



Ladies Love Taildraggers Mississippi River Tour 2024

Back in June the *Ladies Love Taildraggers* (LLT) did a flying tour of the Mississippi River for our annual destination fly out. What an adventure! The 6 day flying tour began in Hannibal, Missouri (KHAE) and ended in Gonzales, Louisiana (KREG).

For those of you that might not be familiar with Ladies Love Taildraggers, it is an organization for women pilots who love flying tailwheel aircraft. It was founded by Judy Birchler, and her vision was to find other women pilots who flew taildraggers. Over time the group has evolved to over 4,000 members and each year the group works to have a flying tour. LLT also offers scholarships to women who are interested in getting their tailwheel endorsement. In 2024 two scholarships were awarded for a tailwheel endorsement and spin training. The calling card of the LLT's are the high heels (stilettos) that are placed on the women's aircraft when parked. This is to signify that a woman flew that tailwheel aircraft. Some of the heels are bright, fancy designs with various heel heights, but stilettos nonetheless. While tailwheels are their thing, all types of flying backgrounds are welcome.



So with the stilettos in tow, and the Cessna 170 packed, Keith Doornbos (my Dad, aka LLT official baggage carrier) and I took off from Bloomington (KBMI) to meet the other 37 women that had registered for an amazing week of flying down the Mississippi River. We arrived in Hannibal, Missouri for the first stop. Most of the group had arrived a day early due to weather conditions lingering in the East. The ramp started to fill with various mix of tailwheel

aircraft such as a Cessna 195, Swift, Cessna 140, Cessna 120, Decathlon, Aeronca Champ, L-19 RV-7, Scout, and several Cessna 180's. While the group is tailwheel centric, several women arrived in nose wheel aircraft too!

We had an RV12, Cessna 182 and Cessna 150 join as well. All aircraft welcome! The women pilots had flown in from Connecticut, Mississippi, Texas, Tennessee, Idaho, Montana, Indiana, Illinois, Maryland, and Canada to name a few. The first



Tom Sawyer Painting in Hannibal

group activity was a river boat ride down the Mississippi. We were in the boyhood town of Mark Twain. A fun flying fact, Bill Lear (yes that Lear) is also from Hannibal, Missouri. Hannibal was a small town with many gorgeous views. Hannibal was full of coffee houses, small shops, and restaurants. A short uphill walk to the lighthouse that looked over the River was a great way to view the town. ~See *LLT* Page 16



Ladies Love Taildraggers Mississippi River Tour 2024

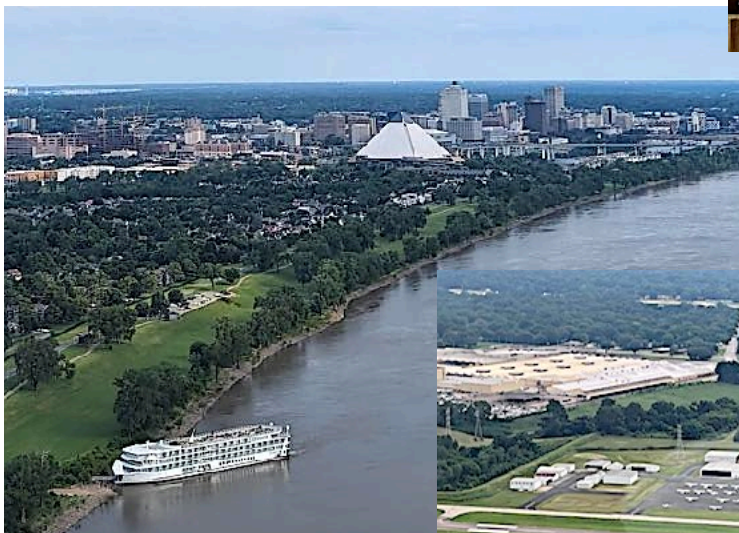
A full day in Hannibal allowed our group to get acquainted with each other as we set to head to Memphis, TN (M01) for our next stop. Weather is often a love-hate relationship with pilots. For our tour, Judy, Kelly Jefferies (Vice President) and I had several conversations about weather and how it could impact our flying tour. Unfortunately, there were some storms that were preventing us from being able to go south to Memphis in the morning. We did what pilot's do best and hung out in the FBO for several hours. The storms would eventually pass through, and groups of pilots took off for Memphis. Some chose to go Southwest, some went Southeast and others directly South. A Cessna 120, flown by Kaitlin Mroz, and a Decathlon flown by Canadian Nicole Roach chose to do the southern route with us. We made a pit stop at Washington, Missouri. What a beautiful little airport right along the Missouri river. We

greeted by the Memphis 99's group. The 99's were so gracious, they loaded our baggage and took us downtown Memphis where we stayed for the next two nights. While in Memphis we had plenty of opportunities to mingle together as a group. During the day, everyone went on various tours offered in Memphis. Several of us chose to go to Graceland. We toured Elvis' aircraft and found out Elvis had so many toys (cars, boats, golf carts, and tractors) that the Museum is two city blocks wide. Before



Beale Street Memphis, TN

departing Memphis we went to the Peabody Hotel to watch the ducks swim and catch the elevator home, and then it was off to Beale Street for dinner. In case you aren't familiar with Memphis they have amazing BBQ!



Downwind turn to base at General Dewitt Spain (M01) near downtown Memphis



Ramp at General Dewitt Spain

stopped to get fuel, check the weather and have our packed lunch. We knew the weather wasn't going to be great and the ceilings were lower than we would have preferred but still safe and we arrived in Memphis around 7:30pm. We were



Ladies Love Taildraggers Mississippi River Tour 2024

The next morning our group departed M01 and made our way to Natchez, Mississippi (KHEZ). We added a few more people to the tour as several joined in Memphis, including Julie Thomas and her beautiful Maule. Natchez was the stop I was looking forward to the most. The flight down to Natchez was SMOOTH and beautiful. We followed the river and watched the barges make their way up and down the river.



sunsets. The last evening in Natchez, all the pilots met in the lobby for a great “there I was....” story telling session. Not only is it refreshing to hear other pilots telling their greatest flying stories but to be in the company of other



Natchez National Cemetery

Natchez is a small southern town known for historic homes, and 1000 structures listed on the National register of historic places.

A rich history taking place during the Civil War with French, African and Spanish influences. Not only is the river there, but Natchez is the biscuit capital of the world! Our hotel, the Grand Hotel in Natchez is nestled right next to the River. As a group we visited two of the historic homes (Longwood and Stanton Hall), went to a winery, had dinner, and enjoyed the most beautiful



Natchez, MS

women was special.

For those of us that were on the tour, Natchez will always be memorable as a small encounter led to an opportunity to help honor a veteran and their family who had recently been buried at the Natchez National Cemetery. Several of our pilots performed a missing “women” formation for the family after a military flyover had to be canceled a few days prior. The rest of the pilots in our group made sure to fly by the national cemetery so the family could see the rocking of our wings as a “thank you” to their family’s service. As we departed the flyover, our group of 27 aircraft now made its way to our final destination, Gonzales, Louisiana (KREG).

Gonzales was the shortest flight of the tour, at 104 NM, and about 1 hour in the 170. Most of the trip had been along the river but now it was more swamp land than we had experienced previously.



Natchez Story Telling - ‘there I was...’



Ladies Love Taildraggers Mississippi River Tour 2024

It is part of the country when you are flying and as you look down you are wondering just how many gators and snakes are in the marsh. Gonzales is southwest of Baton Rouge and 47NM West of New Orleans. Several pilots decided to fly the VFR corridor down the River through New Orleans and then back up to Gonzales.

We had transportation at each of our stops on the tour and so after loading all our bags in the vans we headed to the Houmas House & Gardens. The Houmas house is home to 3 different restaurants and 38 acres of gardens. An entire day was spent at the gardens enjoying the grounds and eating at the largest dining room table I have ever seen or experienced. The table sat 37 of us! What an experience! Sadly, the week had flown by and Gonzales marked our final stop and last evening together. Our group headed to dinner one last time. We reflected on an amazing week and enjoyed dinner at Don's Seafood. The evening concluded with a Golden Stiletto award. The award was presented to Val Slocum(Poplar Grove, IL) for her leadership in



Houmas house Gonzales



'The Table' - seating 37 of us

organizing the fly over in Natchez, MS. As stated in the presentation of the award, had we known the fly over would occur there would have been 5 golden stilettos handed out to each of the pilots who participated and helped.

The next day as everyone took off for home, there were smiles, hugs, and promises to see each other soon, either at Oshkosh or the next LLT flying tour for 2025. In one week, we had covered thousands of miles in a single engine airplane and had a blast. 37 pilots and co-pilots had flown from all over the country to meet other female tailwheel pilots all while enjoying the views of the mighty Mississippi River.

LLT has not officially announced the 2025 flying tour, please be sure to check out Ladies Love Taildraggers on Facebook to follow our many activities and our 2025 flying tour announcement.



Golden Stiletto award

~Laura Benton is President of Ladies Love Taildraggers. Flies a Piper J-3 Cub and the family Cessna 170. Laura Grew up in an aviation family as her parents Keith Doornbos and late Linda Doornbos are pilots. Currently, Laura holds a Private Pilot Certificate for land and sea.

(See more pics pages 19 and 20)



Ladies Love Taildraggers Mississippi River Tour 2024



Lighthouse in Hannibal



River boat tour in
Hannibal, MO



Mammy's Cupboard - famous
for lemon meringue pie!



Kelly Jeffries



Join in the Band!



Natchez Stanton Home

Ladies Love Taildraggers Mississippi River Tour 2024



Gonzales



Natchez Sunset



The Peabody Hotel Ducks - Memphis



Young Eagles 2024



Dustin Davis Young Eagles Coordinator

Our next Chapter 129 scheduled Young Eagle event is **October 19** at Lincoln, IL KAAA. We are hoping for better weather as we have had to cancel three events this year due to weather conditions.

Our sister chapter 29 will also be hosting a YE event that day, and since we share pilots and ground crew members for our events, we will need lots of resources. Please check your schedules and sign up online at www.yeday.org. If you are already registered on yeday.org as a pilot or ground volunteer PLEASE make sure you're current with the requirements. You

must be a current EAA member and the background check and youth protection training also needs to be current.

It would also be very helpful for all ground volunteers to register on yeday.org as then I can assign all to an event and everyone gets an email to confirm if you are available for that event. Once you confirm you are available, then, if there is a cancellation or delay with one update to yeday.org all parents, pilots and ground volunteers get notified of the change at once. The EAA is constantly working to provide amazing tools like this so all chapters and rallies can have the best success and smooth flying events.

Again, a HUGE THANK YOU to all who have supported in the past and have made our 2024 Young Eagle program a success.





2024/25 Annual Meeting and Officer Election for Chapter 129

Chapter 129 will hold its annual meeting to elect new board officers for the positions of President, Vice-President, Treasurer, and Secretary at our November meeting. These roles are crucial for maintaining non-profit status and ensuring smooth chapter operations.

If interested in a board position, please email eaachapter129@gmail.com. The current board is open to adjusting the candidate slate. Beyond the required board positions there will be numerous opportunities for member leadership, such as coordinating the occupancy of our additional chapter facility once the new hangars are built. More to come over the next few months.

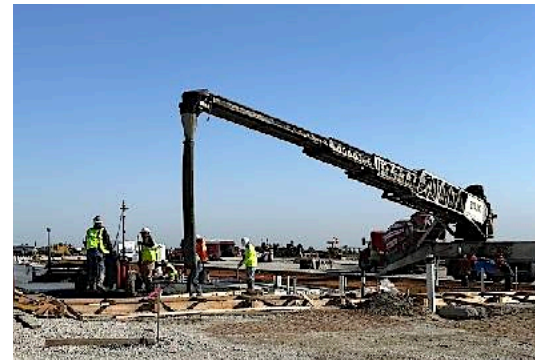
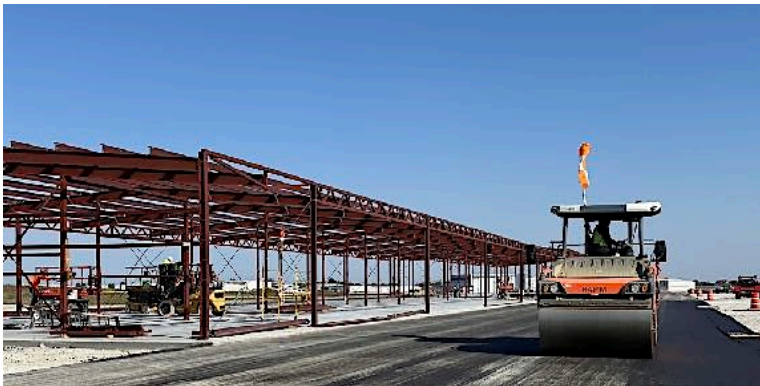
The proposed slate of candidates for the 2-year term (1/1/2025 - 12/31/2027) includes:

- **President:** Charlie Bates, long-term member, and Treasurer of Crosswinds Flying Club.
- **Vice-President:** Chad McCue, recent member, and leader of the Young Eagle Program, currently pursuing a Private Pilot certificate.
- **Treasurer:** Wayne Sampson, recent member with a strong financial background and aviation enthusiasm.
- **Secretary:** Doug Reeves, long-term member, Crosswinds member, and liaison with the Prairie Aviation Museum.

For any election-related questions, please contact Charlie, Doug, or Kirk

BMI GA Campus on the rise

Lots of activity at the new GA Campus facility at BMI. Concrete pours are finishing up, asphalt is going in and steel is going up. While the steel delivery was delayed 6 weeks, the nice weather has allowed the crews to make good progress before the cold weather arrives.



July 8 2024



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
Jason Jording - VP
Doug Reeves - Secretary
Dustin Davis - 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

Web - <https://chapters.eaa.org/ea129>



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

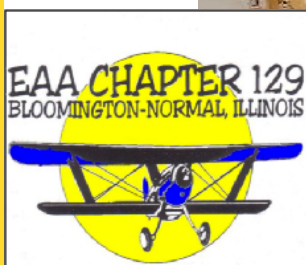
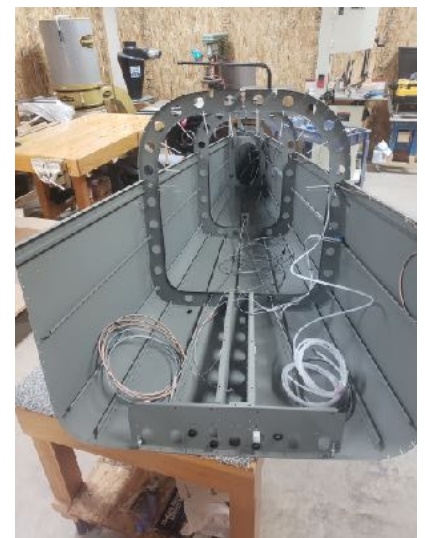
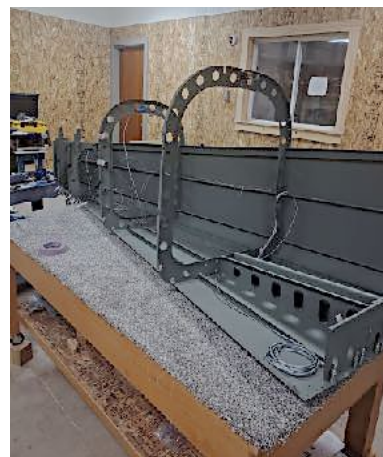
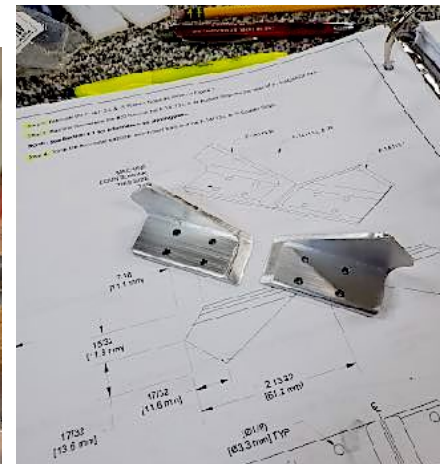
[Click here for link to website!](#)



Builder Updates - Greg Remaley's - RV-14A

Some pics from the last couple months (August and September) of work I have done on the Aft Fuselage. I will be putting on the last panel (top) later this week and then I will be moving on to the next section, the forward fuselage.

Not only did my (and my wife's) riveting skills get fine tuned, but I also got to run rudder cables, wiring for lights/trim motor and antennae cables. I also installed the static ports and the tubing. My wife and I are having fun and trying to keep the project moving along between our pickleball sessions twice a week and all the other activities that keep trying to pull us away.

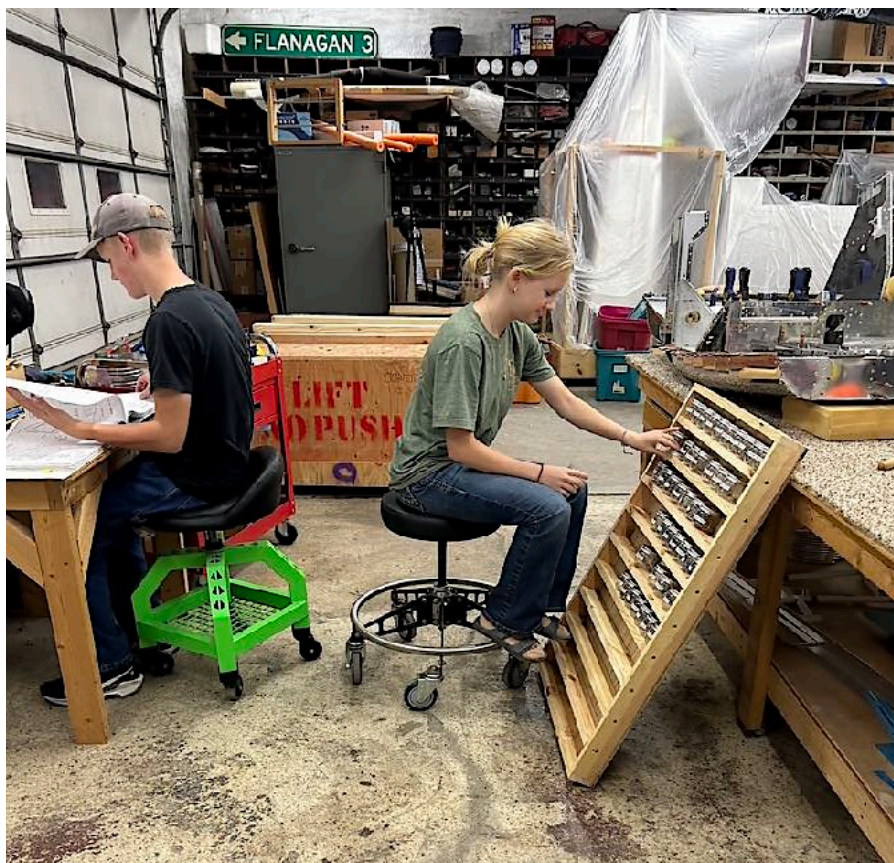


Builder Updates - The Schneider RV-12is

Work continues on the RV12is, but going to slow a bit now as we are starting harvest. Building the fuselage. a LOT of nut plates to install in the fuselage kit. Very time consuming, and some work sessions don't show much visible progress. Currently working on the forward portion of the fuselage and the firewall, very close to side skin installation which will make it feel much larger. Kids are doing great, and enjoying it. We built a little rack to put small jars (plastic baby food jars bought on Amazon very cheap) to organize small parts, rivets, and nut plates to help speed the build process. Going to build some legs on it to make it free standing which will help too. Finish kit just arrived last week, we got it all inventoried and found only a couple small discrepancies. Vans is going to send the parts we found missing, they are very good about that.

Still plenty of work to go, but making progress, and enjoying the process.

~Ben Schneider



I want to thank the many contributors who provide input to our newsletters on their aviation experiences from fun travel activities to sharing aviation knowledge to help us all be better pilots.

Our weekend Fly-in at Thacker field was blessed with great weather and good attendance, including lots of kids experiencing aviation at a grass roots level. Literally. Some of the kids crawled out of their tents and showed up at 6:30 AM for breakfast. They were excited. Many kids, young and old got plane rides and I got to experience some time in Jay's L4, flying with the doors open. A much different experience from my Piper background. This month, thanks to Laura Benton for sharing the LLT Mississippi River Tour adventures, inspiring us all to get out and fly, thanks to our builders sharing their progress reports and Doug's P51 spotting experience. And we can celebrate a 14 year old Eva McCue who took a Young Eagle flight and now has her PPL at 17. All great, inspiring aviation stories.

Our recent Ray Aviation scholar, Collin Sampson remarked that his DPE handed him his PPL certificate and told him 'you now have a license to learn.' Jay Allen led our IMC discussion in September and closed out his review with "**Always Learning.**" Our VMC and IMC Club meetings each month discuss the *Question of the Month* provided by EAA, and a challenging flying scenario from a real-world situation, fostering a discussion on '*What would you do?*' Our October Gathering on the 17th features a discussion on '*The Impossible Turn,*' an in-depth look at power loss on takeoff. To encourage ongoing learning, the FAA has instituted their WINGS

program to promote currency and proficiency in the pilot community. You can learn more at [WINGS](#). Those attending our VMC and IMC events will earn WINGS credits.

There are many resources available for learning and entertainment. Be sure to check out the many informational resources contained in the newsletter - just a click away.

- ▶ EAA's **Chapter Video Magazine** is a monthly 15 minute summary of EAA chapter resources presented by Charlie Becker and Jack Pelton.
- ▶ The **Midwest Flyer Magazine** is free magazine offered to showcase Midwest flying events.
- ▶ The **EAA Webinars** are updated each month offering flying tips, history lessons, maintenance seminars and a variety of aviation seminars offering WINGS credits.
- ▶ And don't miss **The Green Dot** podcasts hosted in the EAA Museum by Hal Bryan, Tom Charpentier and Chris Henry. I have put many road miles behind me listening to the Green Dot featuring interviews with many notables like the first team to fly the F-117A, B58 pilots, a Blue Angles team, U2 and Blackbird pilot stories and much more.

Always Learning,

~ Charlie



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!




Webinars
INTERACTIVE | EDUCATIONAL | MOBILE

**THE GREEN
DOT**

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.

