

The Flypaper

Promoting Sport Aviation in Central Illinois for More Than 60 Years



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September Chapter Gathering - Friday 9/20

Friday, September 20 - EAA Chapter 129 Gathering is at Thacker Airport 11LL

- ▶ Burgers and Brats at 6:00 pm, Movie at Dusk
- ▶ Camping and overnight plane parking

Saturday, September 21 - Fly-In pancake and sausage breakfast 8 to 10 am

Thacker Field - 25899 E 3000
North Road - Chenoa, IL

Field Elev 728 - Comm 122.9

Find us at: [https://
airfield.guide/.theraf.org](https://airfield.guide/.theraf.org)



Chapter 129 VMC and IMC Clubs will meet on the first and second Saturdays at 0900. Watch for emails for details.



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

Chapter 129 Calendar of Events

Saturday, September 7

7:00am Chapter Weekly Pancake Breakfast

9:00am IMC Club

Saturday, September 14

7:00am Chapter Weekly Pancake Breakfast

9:00am VMC Club

Friday, September 20

6:00pm Gathering @ 11LL

Saturday, September 21

7:00am Fly-in Breakfast at 11LL

Saturday, September 28

7:00am Chapter Weekly Pancake Breakfast

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

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.



August 15 Chapter 129 Gathering

The monthly gathering of EAA Chapter 129 was held on Thursday, August 15 with 25 members and guests attending.

The gathering began at 6:00 p.m. with a buffet meal featuring smoked pulled pork by chef Kirk Sampson. Additional dishes were provided by members and there was plenty for everyone.

Kirk Sampson opened the gathering at 7:00 introducing two new members who were attending for the first time (welcome Rich Schumer and Brian Rieke). A new private pilot was introduced by George Wilts. The evening speaker, Dr. Nick Reinhart from Mt. Hawley airport led a discussion about his work as a Junior Aviation Medical Examiner. Dr. Reinhart explained the various classes of aviation medical certificates and the criteria for qualifying for each. He can offer Second and Third class medical certificates.

He explained the special situations that various medical conditions could present when applying for a medical and options for earning a variance.

There were several questions about special medical conditions and experiences that members have experienced or learned about that affected the availability of a current medical certificate.

The gathering concluded with appreciation being given to Dr. Reinhart for his presentation and information shared.

Doug Reeves, Secretary EAA Chapter 129



Ray Scholar Collin Sampson gets PPL

Collin is EAA Chapter 129's recipient of our 2023 Ray Aviation Scholarship. His story follows.

September 4, 2024 is a day I will not forget – I passed my check ride and earned my Private Pilot License! It has been a long journey with three instructors, a winter of nasty weather, and competing priorities finishing up my Senior year at U-High while working at Caterpillar as an engineering intern.

There are many members and friends who helped me though this journey that deserve recognition and my thanks:

- Jessica Thacker in 2017 took me for a ride in a Cub at a Metro Warbirds gathering. I was hooked!
- EAA Chapter 129 Members who took an interest in me and provided encouragement and resources that helped me understand the value of EAA and the aviation community.
- Chapter Scholarship Committee that put confidence in me to use the scholarship wisely and supported me through the journey
- Young Eagle Coordinators and Volunteers who kept me motivated and allowed me to experience everything from homebuilt RV's to a variety of GA planes, to a Cirrus Jet. The first flight with Charlie Bates where he let me take the controls was special!
- Lightspeed who provided a free high-end headset after my first solo. I am a customer for life!
- Jackson Zimmerman who took me up in Bill's 172 for an unscheduled lesson where I experienced my first grass strip landing
- John Rettick for taking me up in his Stearman and experiencing flight in it's raw form
- Ross Peterson my instructor, who understood how I learned and provided encouragement and support
- Mom & Dad – who guided and supported me though every step and encouraged me to strive for more than I knew I could achieve

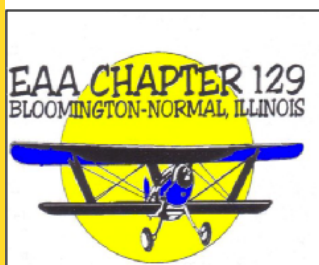
As my DPE told me, I now have a license to learn. I look forward to sunset flights and sharing aviation with family and friends. I'm early in my studies in Mechanical Engineering at Iowa State University and hope to be able to work with aviation companies like Boeing or Gulfstream's manufacturing operations. Once I graduate I plan on pursuing an Instrument Rating and possibly CFI.

I look forward to seeing you all at future chapter events when I'm home and Oshkosh!

~Collin Sampson



Collin gets an early introduction to flight with Jessica Thacker



Prairie Aviation Museum

August 16 and 17 VIP tour with Chapter 129 and Prairie Aviation Museum

Representatives of Prairie Aviation Museum and EAA Chapter 129 were contacted by Bob and Julie Dobski of Bloomington inquiring about an opportunity to host a Saturday meeting of 30 past Regional Governors of Rotary International and provide a location for the group to have lunch. Coordination between Prairie Aviation Museum and EAA Chapter 129 developed a plan to not only provide the tour location and lunch facilities, but also assist with a Friday evening event at the home of the Dobski's.

Friday afternoon, the museum relocated a nose section of a Martin B-57 Canberra bomber to the Dobski's home, and that evening member David Wilson presented a experience he had finding the site of a Marine A-4 crash site that he witnessed from 1972 as part of the USO themed evening event for the governors.

Saturday morning, the group stopped just short of the Prairie Aviation Museum to view a Vietnam veteran tribute site presented by Mark McBride and his team of reenactors. Mark and his team assembled a camouflaged tent with military artifacts on display, two infantry bunkers complete with weapons, vintage Jeep, and a team of dressed reenactors.

At the museum, the group was given a private tour lead by David Wilson and several museum members inside the museum and outside around the airpark discussing the various assortment of artifacts and aircraft on display. The guests were given many opportunities for photos in and around the various aircraft.

This Saturday, the chapter's Young Eagles flights were scheduled next door to the museum at Synergy's Maintenance facility. The group was invited to learn about the EAA Young Eagles flight opportunity by observing the flights and learning about this EAA sponsored event. Unfortunately, the weather caused a cancellation of the flight schedule, but the group was met by EAA member Bill Thacker and Doug Reeves



who explained the Young Eagles program and answered questions about EAA. Despite the cancellation of the flight program for the day, Bill Thacker fielded many questions about the path for young students to work toward a career in aviation. With Bill's career as a United Airlines pilot as background, he explained the difficulties the airlines have in filling flight crew and maintenance staff positions in a fluctuating economy. Bill's personal knowledge and experience was a great asset to the discussion with these guests.



~See PAM Page 11



Prairie Aviation Museum

~From PAM Page 11

After the time at Synergy's maintenance facility, the group relocated to the EAA Chapter 129 hanger for lunch and a presentation by EAA member Wayne Aldridge about the chapter's STEM programs. Wayne shared his work with the local high school presenting a STEM project to the students. He and Bill Thacker related an opportunity they shared at a local career fair for students about aviation careers. Wayne also described a joint program between Prairie Aviation Museum and EAA Chapter 129 and the local Children's Discovery Museum for a weeklong aviation camp held at the Central Illinois Regional Airport in July where two days were scheduled at the EAA hanger and Prairie Aviation Museum where 30 students learned about aviation and the airport facilities. The airport authority, led by Derick Snyder, had arranged for a tour of the airport terminal area, the FAA control tower, Bloomington Airport fire station and a trip down the airport runways. Nick Papineau, director at the Children's Discovery Museum and his team led activities for the students at the Prairie Aviation Museum and at the EAA hanger.



The members of Chapter 129 and Prairie Aviation Museum thanked the Governors group for the opportunity to share our joint activities with youth at the Central Illinois Regional Airport and enjoyed meeting them. This experience of sharing what EAA and partner organizations can provide to members of our community has motivated us to seek more opportunities to tell our story.

~ Doug Reeves

Roger Hougham simulator dedication and Birthday Party

Saturday, August 17 Prairie Aviation Museum dedicated the Delta Convair 880 flight simulator to Roger Hougham in honor of his career flying for Delta Air Line. Roger flew Convair 880's during his career and has sponsored the renovation of the museum's simulator. During the event, a special celebration of Roger's 95th birthday was held organized by PAM member Bill Arbogast. Cupcakes were shared with guests in honor of Roger.



My First Year...

There are many firsts in life. I just wanted to remind us all of how they can be lost to time and hope this sparks some of your memories since your firsts in GA. Like I just mentioned, there are so many firsts that I've gone through in this first year of being a GA pilot. Obviously, there was studying, lots of studying. More than I ever remembered from school that is for sure. Maybe it's due to my age or how much it meant to me to become a pilot, but I had never read, watched videos, and took notes as much as I have in the last year. I still find ATOMATO FLAMES written on papers stuffed in books all over my house. After passing the written, I learned at that point; the studying is never over. I was on to the practical section of flying. Thinking that you just jump in and go was quickly squashed with a binder of check lists!!!! It is never that simple. Now on to the list of firsts.

A TOMATO FLAMES

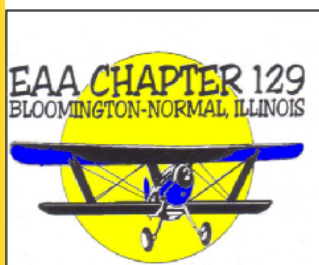
- Airspeed
- Tachometer for each engine
- Oil pressure for each engine
- Magnetic compass
- Altimeter
- Temperature gauge for each liquid-cooled engine
- Oil temperature gauge for each air-cooled engine
- Fuel gauges
- Landing gear position indicator
- Anti-collision light
- Manifold pressure gauge
- Emergency Locator Transmitter
- Safety gear

Everyone's solo is special and something that you'll never forget. The date, the time of year, weather, all those things are etched into our minds. When I shared the story of my solo at breakfast, you'd thought I landed an F-14 on a pitching deck in the middle of the Atlantic, in a storm!! It was not quite that epic, but it felt like it to me. I heard 10 more stories from around the table over pancakes and eggs that had the same enthusiastic flavor as mine coming from seasoned pilots that have been around the block a time or two. I find I still have the same smile on my face each time I pull back and rotate the plane, as I did my first solo. How could you get tired of watching the ground fall away from you as you climb out to your new



adventure for the day? That is pure joy! It was just as exciting watching a guy that had been flying for 20 years recount his story and feelings that mirrored mine. It was like he had just completed his solo a week ago! I joke about it, but I believe that each of us can still hear your instructor telling you to "just fix it" or "just add a bit more power", "pull back just a bit." "Now...how does that feel?" Each of us all have a story about our training and what we experienced to accomplish our firsts. Funny thing is most of all those stories are very similar. The best part of my training was that every time I came into the hangar for meetings, breakfast, or any other event, I was met with eager questions and comments about my training, my flights and how I was doing. I was surprised to see that other people were actually interested in my progress. Who was I to them? They hardly knew me yet treated like one of their own. They also wanted to know if I had any struggles or questions that they could help with. I always had questions. The how's, the why's, and the what if's. Most of them dealt with navigation, weather planning, radio calls, and the list continues. There was always a story coupled with a lesson to remember, things to watch out for and things to expect. This is what I enjoyed the most as I traveled the road through all my firsts.

~See First Page 8



My First Year...

~From First Page 7

The amount of experience and willingness to help was never short in our chapter. There was never a lack of help, knowledge, or experience on what to do, what not to do, and what to anticipate on each flight. Each member has helped me in some way. It is quite impressive when you look at the different members we have and the knowledge base we as new comers can pull from. Retired airline pilots, A&E's, CFI's, home builders, I believe we have just about every aspect covered in the chapter when it comes to types of pilots.

It is all the help, stories, and experiences that helps mold a new pilot to become a better one and one that can draw from the strength of his or

her flying community. I hope you all understand the importance of "My First Time doing....." It is an important story to hear from someone, even if it is just touch and goes or flying over the clouds. It is still their first! Keep up the support, stories, and mentoring. It does not go unnoticed or unappreciated. I hope to one day be on the other side of this relationship so that I too can share that advice or experience that provides that help to the next new pilot ready to experience the first.....

Thanks, chapter 129 for my first year of firsts,

Matt Kerner

Young Eagles 2024



Dustin Davis Young
Eagles Coordinator

Our next Chapter 129 scheduled Young Eagle event is **October 17** 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 we look forward to an AMAZING 2024.

Young Eagle Coordinator
Dustin Davis
Junior Young Eagle Coordinator
Lacie Davis



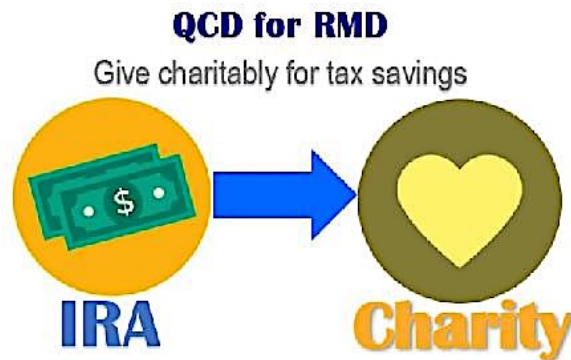
Tax Savings through Qualified Retirement Distributions

RMD-IRA-401K-403B-QRD-501c3-70 ½

Acronyms are used in aviation, government, and in many other organizations. In aviation, knowing the acronyms may save your life. In the tax world knowing acronyms may save you taxes and allow you to support a passion you love, namely EAA Chapter 129!

Many new adventures are on the horizon for Chapter 129.

- New hangar
- YE Expanding
- Chapter Scholarship
- STEM Programs
- Simulators
- Tool Crib loaning program
- Summer Camp for youth
- Day Camp
- Build and Fly
- Eagles Flying
- Build an Experimental Aircraft?



These programs will take resources and volunteers to make this happen.

Chapter members have an opportunity to use a seldom used IRS program, Qualified Retirement Distribution (QRD). Taxpayers over the age of 70 ½ with an IRA, 401k, 403b and other Qualified retirement fund must take a Required Minimum Distribution (RMD) each year whether they need the income or not. Here is the opportunity for those over 70 ½ to make a tax-free donation to their favorite charity (501c3) through the QRD. Any distribution that is directly sent to their charity will not be taxed. The IRA allows a distribution up to \$105,000 per taxpayer.

Here is how it works:

Example of a charitable gift of \$15,000 without using a QRD. (The RMD of \$15,000 could put you in a higher tax bracket.)

RMD of \$15,000
F/S Tax -\$4,500 at 30%
Net Gift= \$11,500

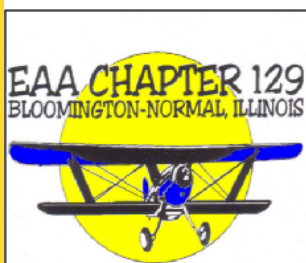
A gift of \$15,000 using a QRD.

RMD/QRD \$15,000
F/S Tax \$0.00
Net Gift= \$15,000
Tax saving of \$4,500

For additional information click on the following link:

[IRA Charitable Rollover | EAA Aviation Foundation \(myplannedgift.org\)](http://myplannedgift.org)

Find out if you have any matching funds opportunities through your company or other organizations.



This example is not intended to be tax or legal advice, please contact your advisors before making any financial decisions.

You can call me with any questions.

Wayne Sampson, Treasurer, Director of Development
925-278-4050

Members on the Move



Milestones

Chapter 129 members achieving their goals in aviation



Collin Sampson, our Chapter 129 Ray Aviation Scholar for 2023, completed his PPL Checkride on September 4 at C17 in Marion IA.



Roger Stoller received his Sport Pilot License in August!

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

July 2024



Builder Updates

Dean Olson's Wag Aero Cub gets the leading edges installed



The plywood was soaked in water for two hours and placed in a form which matches the profile of the leading edge ribs and allowed to dry. Tape is then applied to keep the wood sealer from the glue area. Worked fairly well but the plywood tends to start back to its original shape if left out of the form for a day or so.



The tape is removed after three coats of wood sealer and is then ready for the glue application. Glue is spread anywhere there is no sealer to finish sealing the wood. I spread the glue on the plywood while my very good friend Roger Kennel takes care of the wing glue application. Time is of the essence here.



Lots of measuring and measuring again before the glue process was started!



A friend indeed. Roger is applying glue to the areas of the leading edge ribs



Stapling the plywood to the ribs while the glue sets up. The blue tape with the white lines helps me ensure that the staples go into the underlying rib. Lots of measuring and measuring again before the glue process was started. This same method was used on the mustang II aluminum leading edge wing skins.



Builder Updates



The final product after the glue has set up and the staples removed. Seems a shame to cover up this beautiful wood. Still have a five foot section to apply the leading edge to finish it out. Hope to have that finished by the time you are reading this. Left wing is very close to completion now. I will be done with the glueing so now the next step is to seal everything with wood sealer then on to the right wing.

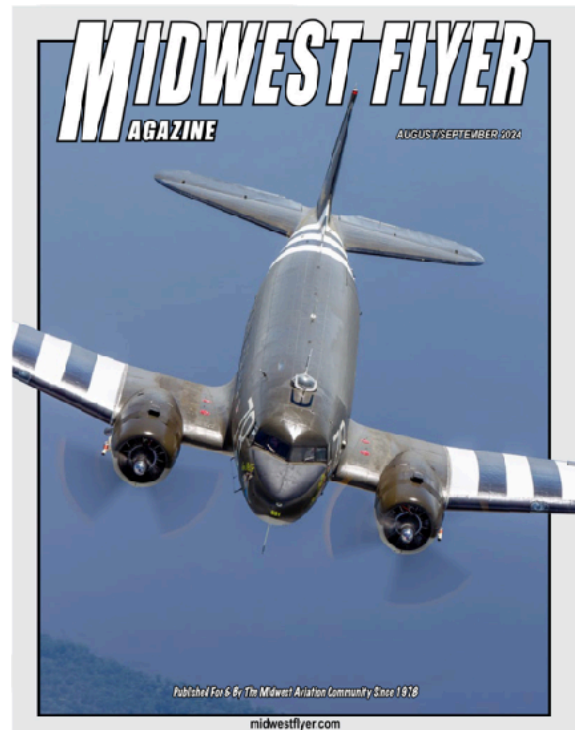
Seems a shame to cover up this beautiful wood

~ Dean Olson

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 August/
September edition of Midwest Flyer
Magazine

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



5 Questions To See How Much You Know About Flight Instruments

- 1) In a gyro-driven attitude indicator, if you rapidly accelerate with a level pitch attitude:
 - a) Your attitude indicator will briefly show a few degrees nose low
 - b) Your attitude indicator will spin wildly out of control
 - c) Your attitude indicator will remain level
 - d) Your attitude indicator will briefly show a few degrees nose high

 - 2) Your pitot tube ices over, sealing the inlet and the drain, but your static ports remain clear. In a constant airspeed climb, your airspeed indicator will:
 - a) Indicate zero
 - b) Slowly increase
 - c) Slowly decrease
 - d) Remain the same

 - 3) Calibrated airspeed corrects indicated airspeed for:
 - a) Position and installation errors
 - b) Position and installation errors, plus nonstandard pressure
 - c) Position and installation errors, plus nonstandard pressure and temperature
 - d) Position and installation errors plus compression in the pitot tube

 - 4) This instrument is:
 - a) Heading Indicator
 - b) HSI
 - c) ADF
 - d) RMI
-
-
- 5) You are in the Northern Hemisphere, flying north, and you start a turn toward the east. Your magnetic compass will:
 - a) Lead the turn, showing East of your actual heading
 - b) Swing randomly
 - c) Lag the turn, initially turning West
 - d) Indicate correctly



Quiz courtesy of **boldmethod**

See answers on Page 15

As an EAA Chapter, our charter is to inspire aviation in our community and support our local aviators.

From the EAA website:

We are... *A community of passionate aviation enthusiasts that promotes and supports recreational flying.*

Our vision... *A vibrant and growing aviation community*

Our mission... *To grow participation in aviation by promoting the "Spirit of Aviation."*

We serve the community by... *Inspiring new participants in aviation*

At chapter 129, we have significantly grown our aviation activities for the local community as well as our aviation community through our speaker series at our monthly gatherings, fly-in pancake breakfasts at 11LL, hosting EAA's Ford Tri-Motor and weekly breakfast gatherings.

Our IMC and VMC team leaders have put together monthly programs that can only be characterized as Master classes in aviation. Attendance continues to grow at these events. Our Young Eagles program is expanding each year and our youth STEM program participated in a week long Aviation Camp this summer with more planned for

2025. Our fourth Ray Aviation Scholar just received his PPL in September.

We have ratcheted up our offerings and outreach programs for aviation enthusiasts young and old, which is solely a result of members stepping up to make a difference.

This year in January, seven members of Chapter 129 attended the EAA Leadership Academy to learn more about programs available from EAA to help improve our chapter offerings. As in past years these members brought back a wealth of new ideas and opportunities to help us with Our Mission. (see the 2024 Leadership video [here](#))

Paul Poberezny started EAA 75 years ago as a medium to bring homebuilders together and support each other. We have eight members currently building planes and working with each other on their builds. I enjoy the conversations at Saturday's breakfasts as these folks share ideas and support.

We have a lot of activities happening at 129 and we aren't done yet. Watch for more activities coming in 2025 as we grow our Aviation offerings.

~ 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!



EAA
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.

EAA CHAPTER 129
BLOOMINGTON-NORMAL, ILLINOIS



The FAA Safety Team offers a number of activities, courses, seminars and webinars at <https://www.faasafety.gov>.

FAASTeam
Safer Skies Through Education



FAA
Aviation Safety

WINGS - Pilot Proficiency Program

The objective of the WINGS Program is to address the primary accident causal factors that continue to plague the general aviation community. By focusing on this objective, we hope to reduce the number of accidents we see each year for the same causes. As you will see, it is not a simple "Award" program but is instead a true proficiency program, designed to help improve our skills and knowledge as pilots.

The **WINGS** - Pilot Proficiency Program is based on the premise that pilots who maintain currency and proficiency in the basics of flight will enjoy a safer and more stress-free flying experience.

The program encourages an on-going training program that provides you an opportunity to fly on a regular basis with an authorized flight instructor. The program is most effective if the training is accomplished regularly throughout the year, thus affording you the opportunity to fly in different seasons and in different flight conditions.

Note that completion of any Phase of WINGS satisfies the requirement for a flight review.

Reviewing and refreshing your knowledge is just as important as actual flying. To meet this goal, we provide you many opportunities to complete online courses, attend seminars and other events, and participate in webinars. Many 3rd party activities, such as those offered by AOPA, ASA, Sporty's, Gleim Publications, and others, qualify for WINGS credit and will indicate such credit on their web site.

In almost all cases, arrangements have been made with the FAASTeam to automatically provide WINGS credit after the

activity. However, please allow at least 24 hours before inquiring about WINGS credits. Remember, if you have questions about a course or activity, check with the provider. If you have a question about the WINGS Program, contact faasafety@faa.gov

Note that completion of any Phase of WINGS satisfies the requirement for a flight review. So not only will you complete a review of the most common weak areas that have led others to the accident site, but you end up with a flight review, as well!

Answers to questions from Page 13

- 1) d) As you rapidly accelerate, precession on the gyro can cause the pitch attitude to briefly increase a few degrees. The change doesn't last long, though, because the erecting system quickly compensates. b- True airspeed increases 2% per thousand feet. If you're flying at 10,000' DA, your true airspeed is 20% faster than sea level!
- 2) b) Your airspeed will increase. The airspeed indicator measures ram pressure (from the pitot tube) against static pressure (from the static ports). The greater the pressure difference, the faster the airspeed..
- 3) a) Calibrated airspeed corrects indicated airspeed for position and installation errors. True airspeed (TAS) factors in non-standard pressure and temperature.
4) b) This is a Horizontal Situation Indicator, which overlays navigation information on a heading indicator.
5) c) In the Northern Hemisphere, "dip error" causes your magnetic compass to lag behind the turn on northerly headings, and lead the turn on southerly headings



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Well, not exactly. We want to hear from you!!

Send us your trip stories and photos, your project updates, accomplished milestones, aviation experiences, so we can share them with our readers.

