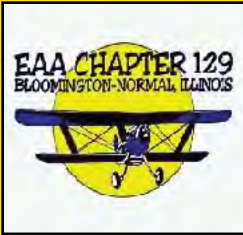


March, 2025



# The Flypaper



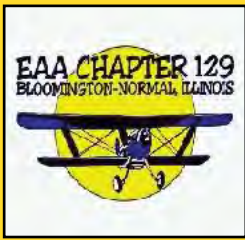
*Promoting Sport Aviation in Central Illinois for More Than 60 Years*

**New Series**  
**Starting in April:**  
**“Chapter 129**  
**Members’ Fields”**

**March Chapter Gathering**  
**IMC and VMC Clubs**  
**Prairie Aviation Museum**  
**RC Model Assembly Team**  
**North Atlantic Flight**  
**Builders Updates**



March 2025



# Chapter 129 March Gathering 3/20

Our March Chapter 129 Gathering will be **Thursday, March 20** and will feature a **Corned Beef and Cabbage** entree provided by the chapter. Members are encouraged to bring a side dish to share.

Join us and test your aviation knowledge in a game of **Aviation Jeopardy** with your host Kirk Sampson.

Categories are subject to change. Join us for food, fellowship, and a bunch of aviation FUN!

## In This Issue

- 2. March Chapter Gathering
- 3. VMC & IMC Schedules
- 4. Calendar of Events
- 6. VMC/IMC Reviews
- 5. Homebuilders Week
- 6-7. Milestones
- 8. February Gathering Review
- 9. Help Needed
- 10-12. Prairie Aviation Museum
- 11. A2025 Calendars!!
- 12. Ads
- 14-16. 2024 Review
- 13-14. RC Build
- 16. From Our Past
- 17. Int'l Women and Girls in Science
- 18-19. Faring the North Atlantic
- 20. Honor Flights
- 22. Young Eagles
- 23. Our Builders
- 24. 2025 Poker Run
- 25. February Fly-out
- 26. Chapter 129 SWAG
- 27-28. Feb Board Minutes

Aerodynamics	Physics/electricity	Helicopters	Jet Engines	Recip Engines
100	100	100	100	100
200	200	200	200	200
300	300	300	300	300
400	400	400	400	400
500	500	500	500	500

Team 1	Team 2	Team 3
0	0	0



**6:00 - Potluck Dinner - Corned Beef and Cabbage - bring a dish to share**  
**6:45 - Chapter Announcements**  
**7:00 - Aviation Jeopardy**

# Chapter 129 March 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.



## March 1, 0900

**Question of the Month: The tower is closed...who do I talk to and what do I say?**

Join us as Captain John Rettick (RET) leads us through a discussion of what traffic advisories, practices and procedures pilots use when approaching or departing airports without an operating control tower and airports that have control towers operating part time. He will share both ATC requirements and recommended "best practices" that insure both safe and friendly airport ops.

Examples, KPNT, KAAA, C75 (Marshall County) or KBMI before 6:00am or after 10:00pm.

**Hint.** [AC 90-42F - Traffic Advisory Practices at Airports without ...Federal Aviation Administration \(.gov\)https://www.faa.gov > index.cfm > documentID](https://www.faa.gov/index.cfm/documentID)

## March 8, 0900

**Question:** Pyrotechnic Signaling Devices (e.g., flares, flare guns) are often carried on general aviation aircraft to be used in emergencies. However, these can also pose a hazard when the aircraft is in flight. Does the FAA provide guidance regarding precautions to be taken to reduce the safety risks?



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

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

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

**Get WINGS credit!**



**FAA**Team  
Safer Skies Through Education



**FAA**  
Aviation Safety

**March 2025**

# EAA Chapter 129 Calendar of Events

1	Mar, Sat	7 – 9am	Chapter Weekly Pancake Breakfast
		9 – 10am	IMC Club
3	Mar, Mon	6 - 9pm	Private Pilot Airplane Ground School
6	Mar, Thu	5:30-7pm	Chapter 129 Board Meeting
8	Mar, Sat	7 – 9am	Chapter Weekly Pancake Breakfast
		9 – 10am	VMC Club
15	Mar, Sat	7 – 9am	Chapter Weekly Pancake Breakfast
20	Mar, Thu	6 - 9pm	Chapter 129 Gathering
22	Mar, Sat	7 – 9am	Chapter Weekly Pancake Breakfast
		10:30 - ?	Matt's March Fly-out
5	Apr, Sat	7 – 9am	Chapter Weekly Pancake Breakfast
		9 – 10am	IMC Club
12	Apr, Sat	7 – 9am	Chapter Weekly Pancake Breakfast
		9 – 10am	VMC Club

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

Or scan the QR code below



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.



**March 2025**

# Members on the Move



## Milestones

Chapter 129 members achieving their goals in aviation



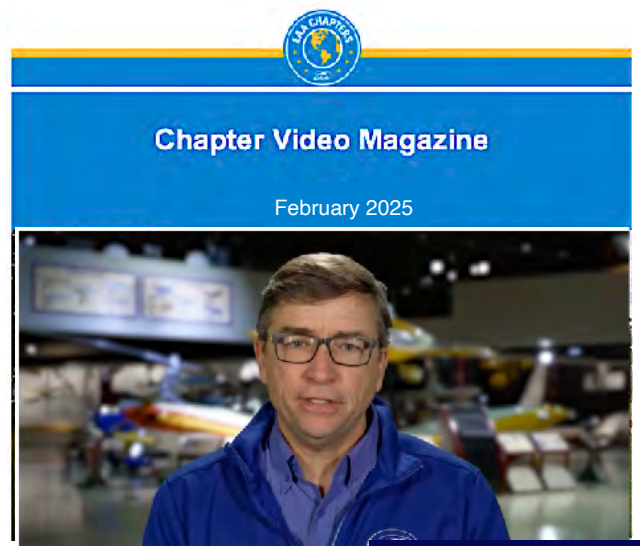
After not flying since before the birth of daughter Evaline, Jessica Thacker has returned from over a year on leave to fly for United Airlines. She traded her seat in the B777 for the B737 (aka: the Guppy), which will afford her much more schedule flexibility to be home with the family. Jessica is thrilled to be back in the air!



*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>



**March 2025**

## February VMC Club Summary

The February 8<sup>th</sup> VMC meeting for Chapter 129 was held with twenty members and guests in attendance.

The presentation was provided by Doug Reeves with the question of the month asking if use of a portable cellular phone while in flight was legal. After a number of responses from the audience suggesting that it should be legal, the correct answer was shared that AC 91.21-1D states that **cellular phones may not be used** in any airborne craft once it leaves the ground. Cellular phones must be placed in the “Airplane mode” or shut off before the aircraft leaves the ground. Discussion followed about how this is a routine briefing given on commercial aircraft but is overlooked by pilots of private aircraft. Such a briefing should be incorporated in each preflight briefing with passengers and crew before each flight.

**The VMC video scenario** discussed a preflight plan for a flight across various obstacles and what the FAA requires a pilot to complete before each flight. The discussion led to FAA 14CFR 91.203 Preflight Actions. The gathering then discussed their personal preflight actions while planning for each flight. The discussions led to a pilot’s need to mitigate as much risk as possible by gathering as much information available about the expected weather, route of flight, obstacles potentially along the route, aircraft performance and limitations and pilot’s personal limitations. An acronym of “**PAVE**” was discussed to help identify potential risk issues.

“**P**” represents the pilot. Understanding the qualifications, abilities, as well as the current proficiency of the pilot are critical prior to any flight. Establish your own personal flight limitations for a safe flight.

“**A**” represents the airplane. Understanding the equipment capabilities and performance of the aircraft is critical to each flight. Using the POH for specific aircraft to be flown helps verify the information needed for a safe preflight plan.

“**V**” represents environment. Being aware of weather, NOTAMS, night flight issues, terrain, and along the route obstacles helps reduce preflight risk.

“**E**” represents external pressures. Avoiding “get home itis,” pressures by passengers, unreal expectations of scheduling or loading all represent potential issues with risk management of a flight.

An additional discussion of other methods of flight risk management followed with attendees sharing their individual experiences with pre-flight planning and risk management of a flight.

Following the formal presentation, a VMC Club attendee survey was conducted to determine future direction and subject matter to be presented. A summary of the survey results is:

1. The current programs are appropriately challenging, and the scenarios have provided valuable take away information enough to encourage inviting a friend to attend the next meeting.
2. The allocated time of one hour for each meeting is appropriate.
3. A combination of instruction and hanger talk is desired.
4. The top-rated future topics desired were:
  - A. Weather
  - B. Decision making
  - C. Airport lighting, signs, and markings
  - D. Human factors
  - E. Flight planning
  - F. Use of Foreflight
  - G. Weight and Balance
  - H. Emergency procedures

A general recommendation for VMC and IMC meetings is to provide a better sound system for the presenters.

~ Doug Reeves



# February IMC Club Summary

## 02/01/2025 IMC Club Recap

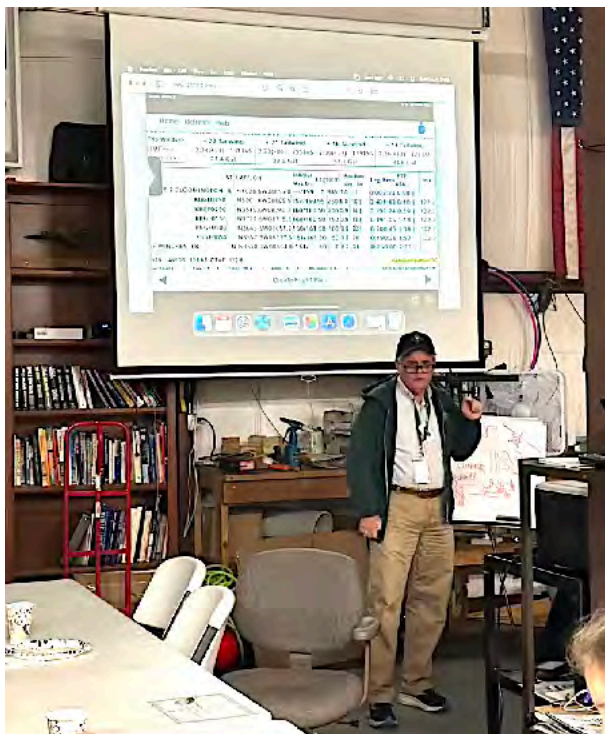
Are You Bored Yet?

Once the excitement & stress of training has passed and you have a new license or rating the inflight environment will become much less stressful. You will be looking for an instrument to fail, or a radio to fail, or worst of all, an engine to fail...but that doesn't happen. And you will be able to just enjoy the ride. However, at some point, complacency just might rear its ugly, potentially harmful, maybe deadly, head. What will you do?

The "6-pack scan" is drilled into every pilot, that is a given. But when you find yourself on a 3 hour, or longer, straight and level segment what do you do to stay on top of all that is happening to your airplane, and to you? Each of us has, or should have, a "checklist" of sort to do periodically; every 15 minutes or every 50 miles, whatever works for you. Too often and your checks become a burden; too sporadically and you might be too late discovering something important. Find a task list & schedule that works for you and, if necessary, refine it with experience.

I prefer to write things on a piece of paper. When I am on a long flight (I often fly to Tampa to visit family) every 15 minutes I will write the amount of fuel

in each tank, oil pressure, oil temperature, electrical load, OAT, and if available I will note or guess wind component, especially if I know I will be traversing a frontal system. When the flight is done I put my notes in the recycle bin unless there is something to pass on to a mechanic. In that case I have a record of whatever needs to be fixed or repaired. If that were to be the case I would back up any possible written notes with pictures/videos of the problem. One picture can be worth a thousand words.



So next time you are flying from A to B keep on top of things. It is easier when you are alone, there is nothing to distract you. When you have a passenger make clear to them you have chores to do on a particular schedule. Let them know what the schedule is and include them in accomplishing the task. Everyone likes to be part of a team.

Again, there is no one way to stay engaged. Find out what works for you and refine your method with time and experience. But you must find a way to stay engaged. If you don't, if you become bored, then who is flying the airplane?

*~Rick Anhalt*



March 2025

## February Chapter Gathering

The February gathering of EAA Chapter 129 was held Thursday, February 20 beginning at 6:00 p.m.

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

Our February Gathering program was presented by Matt Kerner and Chad McCue demonstrating how our chapter is utilizing flight simulators to support youth education and aviation training. These simulators provide hands-on experience to Young Eagles participants, Civil Air Patrol cadets, and anyone visiting the hangar, whether attending a chapter breakfast or simply stopping by. Thanks to the generosity of EAA Chapter 461, we now have multiple simulators available for use, reinforcing our commitment to aviation education.

Currently, we have five simulators in operation. Three of them, donated by Chapter 461, are fully functional and available to anyone in the hangar. A fourth simulator, which has a screen issue, is being used as a support machine to maintain the others. These simulators are currently running X-Plane 11.

Additionally, our chapter received a flight simulator from EAA as part of an initiative to train students in a new program they are testing called the Ray Aviation Simulator Scholarship program. Once a student successfully completes their simulator training, they become eligible for the Ray

Aviation Flight Scholarship, which helps fund real-world flight training. This simulator uses a Windows gaming laptop, Honeycomb Alpha yolk, Logitech Saitek throttle quadrant, and Thrustmaster rudder pedals.

Another exciting addition is the RC flight simulator, which is connected to a TV in the hangar. This simulator allows members to



practice remote-controlled airplane flying and will play a key role in our summer youth camp, where kids will learn to fly the aircraft they build. During the gathering, we demonstrated how to turn on the TV, use the computer, start up the RC simulator, and operate the flight simulators on the tables.

Please use these new additions and give us feedback on how these can advance aviation and education opportunities.

~Chad McCue





## Chapter 129 - Help Needed!

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

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

There are three new immediate needs:

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

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

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

Please consider this high priority investments and if interested in coordinating or participating on a team, reach out to Kirk Sampson at the EAA mailbox ( [EAChapter129@gmail.com](mailto:EAChapter129@gmail.com)) and we will get you plugged in and help you get these important efforts off the ground. Watch for a new bulletin board in the hangar which will allow you to see these and other opportunities for you to invest in the chapter.

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

~Kirk Sampson

Sign Up

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

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EAA CHAPTER 129  
BLOOMINGTON-NORMAL, ILLINOIS



March 2025

# Prairie Aviation Museum



[Visit Our Website](#)



**Flight Simulator Project.** Last month, we reported that the project was nearing completion. The project team completed the testing. My, what an experience. Many crashes. But we are learning. The system is set up using the KISS method, primarily for the weekend hosts. That is, if a crash occurs, the system automatically reboots. The "pilot" is limited to 15 minutes to ensure that all users get time on the system.



Sean Garcia and his team did a great job. Dick Briggs signed off on the completion. Sean is in the process of completing all the paper work for his Eagle Badge.



**SCNO Project:** PAM was contacted by SCNO, Students Consulting for Nonprofit Organizations, earlier this year. SCNO are students from the University of Illinois. PAM completed the initial documents and participated in a ZOOM interview. We were recently informed that our application was accepted. PAM will be participating in another ZOOM interview the week of February 17<sup>th</sup> to kickoff the project. PAM identified three areas needing assistance from the SCNO team.

- Assistance with Social Media, such as Facebook and Instagram.
- Assistance with recruiting weekend hosts.
- Assistance with identifying additional tools within a commercial product for productivity.



STUDENTS CONSULTING FOR  
NONPROFIT ORGANIZATIONS

University of Illinois at Urbana-Champaign



March 2025

# Prairie Aviation Museum

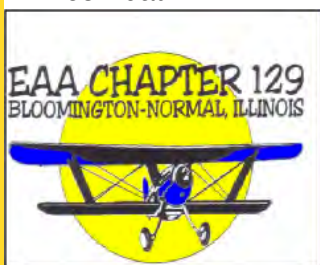
## *When Winter Winds Blow*

By Tom Kuhn

And outdoor projects are no longer possible, our work efforts turn to doing the annual museum housekeeping chores, display updates, aircraft model rearrangements and many other things that needs to be done inside the museum to get it ready for the 2025 season opening. This year it will be Saturday April 5th. Several projects have been going on.

One is the preparation of a new Charles Lindbergh display. We have not had a Lindbergh display in quite a while and the museum has a ready supply of Lindbergh material which is being put to good use. The display will include three artifacts from the wreckage of Lindbergh's airplane when he had to bail out due to bad weather over Covell, Illinois on the night of November 3, 1926. The display will not be large but will be informative. Natalie Maloy, a new volunteer, Keith Hensen and I will be doing the work.

A second project is the complete rearrangement of our hanging aircraft models by volunteer Josh McBride. The models, over time, were haphazardly displayed with no rhyme or reason. Now, Josh is arranging them such that there will be a theme to each group of models. American WWII fighter aircraft will be displayed protecting US WWII bombers from German fighters. Another grouping will be a time progression of US jet bombers. When finished, looking up in the museum will now be more meaningful as to how US aircraft were flown in combat.



March 2025

# Prairie Aviation Museum

## *When Winter Winds Blow*

As for the household chores, they are never ending. The floor carpet tiles will get their annual cleaning, the restrooms will be thoroughly cleaned and refreshed, the library will be rearranged in a proper order and a general cleaning will take place of anything that does not move. Projects that have been completed are: new LED lamps for the big display cabinet - what a difference! And a new supply of 2025 souvenirs and military hats arrived and now on the shelves.



## Gone West

**Terry Walker Ruprecht**

**December 21, 1947 – December 24, 2024**

*Former EAA Chapter 129 Officer*

**EAA CHAPTER 129**  
BLOOMINGTON-NORMAL, ILLINOIS



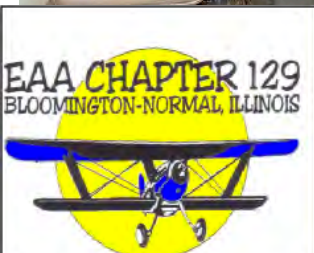
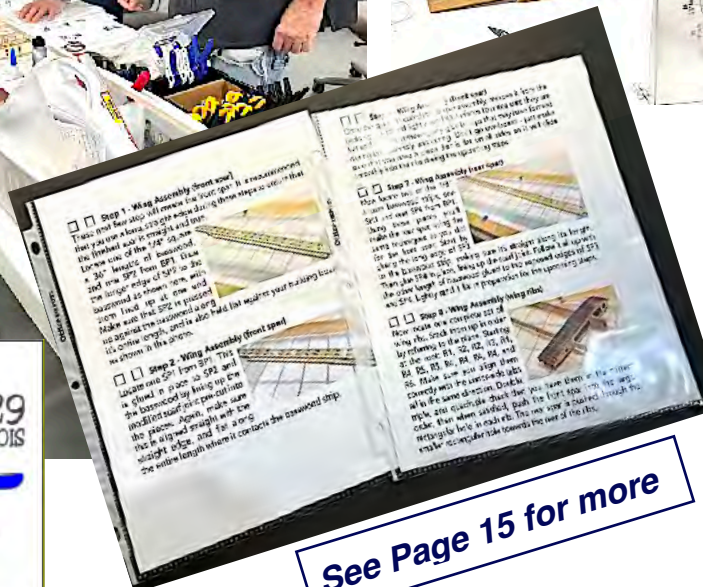
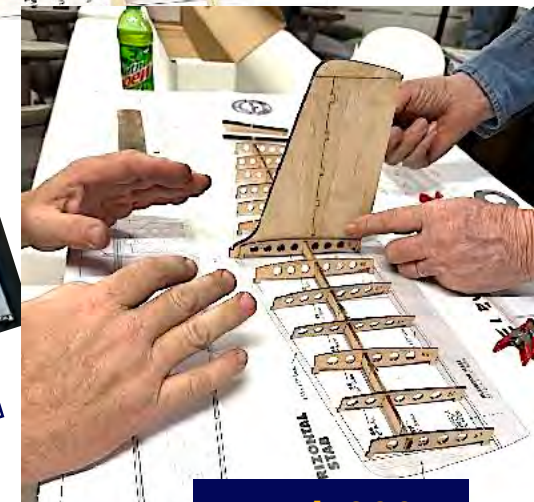
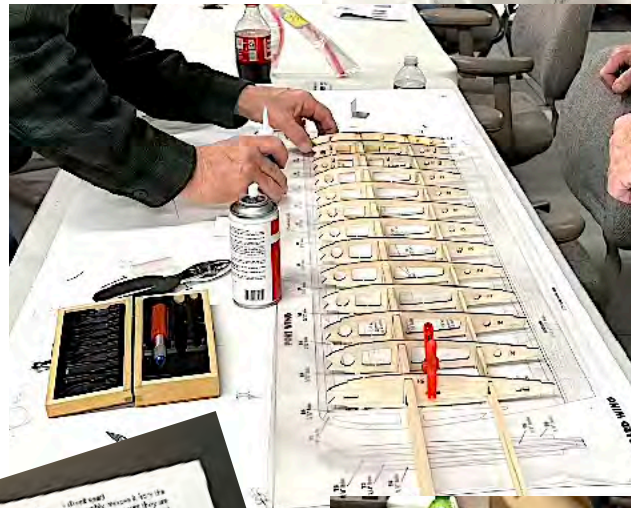
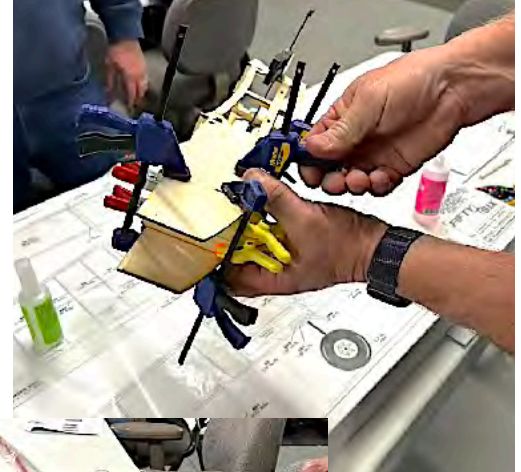
**March 2025**

# RC Model Assembly Team

EAA Chapter 129 will host an Aviation Youth Camp in June and the kids will build an RC plane as part of the camp. We have begun our venture with the support of the Sentral\_Illinois Radio Society (SIRS) of the Academy of Model Aeronautics (AMA) to 'Teach the Teachers' by building a model to create a curriculum for the kids. Larry Kupferschmid, Randy Doss along with our own Tom Wachtel and myself are teaching members how to build the RC model and document the process. The goal is to have a large base of builders to help the kids this summer. Building the model plane at the camp will be an activity used as a teaching point showing the parallels between full sized planes and scaled planes. The models are an exact model of a full size aircraft, sharing all aerodynamic aspects of flight. Wayne Aldrich, our chapter STEM Coordinator, will give lessons through the week on the fundamentals of flight, aerodynamics, combined with experiments for the kids to perform. The camp will include some airport based field trips showcasing all the jobs that are aviation focused.

If you're interested, stop in Wednesday or Thursday nights 5-7pm and see what it's all about. We still have a lot to do. Hope to have a flying model soon. Check out our progress. We will be posting photos on the Chapter 129 Facebook page as we are completing the plane. Looking forward to camp sign up and seeing just how far this will go. We might be working with our next Ray scholarship candidate.

Blue skies,  
~Matt Kerner



See Page 15 for more

March 2025

# RC Model Assembly Team



Members of EAA Chapter 129 and the SIRS team begin work on assembling the RC model airplane and developing a curriculum for teaching at the June Aviation Youth Camp.



**Central Illinois Radio  
Society AMA District VI  
Chapter 621 Founded in  
1964**

Clubs website

<https://sirs-model-airplane-club.com/>

Field location

5798 county road 600 N McLean, IL  
61754



**March 2025**

# Exclusive 2025 EAA Chapter 129 Calendar Now Available



Get your hands on the first ever EAA Chapter 129 2025 limited edition custom calendar! Featuring local aviation heroes & stunning aircraft from Bloomington/Normal and Beyond!

Support our STEM outreach program with a suggested \$20 donation. LIMITED SUPPLY!!

Grab your copy at breakfast any Saturday morning or contact [eaachapter129@gmail.com](mailto:eaachapter129@gmail.com)



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**March 2025**

# FLYPAPER

July, 1998

EAA CHAPTER 129  
BLOOMINGTON-NORMAL, ILLINOIS



## Chapter Facility Ribbon Cutting

Chapter 129's new facility got off to a great start with the official ribbon cutting ceremony on June 13<sup>th</sup>. The majority of the membership was on hand to help with the facility dedication, bringing along their own methods of cutting the ribbon. Garden shears, sheet metal cutters, scissors, and similar devices were used to collectively slice the ribbon. In addition, a breakfast was held for the membership, and it was a great opportunity to visit and enjoy a beautiful near-summer morning.

Aircraft were displayed outside the hangar, and

experimentals, and factory airplanes were available for those in attendance to look over. A great photo opportunity, Lisa Visel provided the needed photography skills to take some great pictures of the event. An article and pictures have been submitted to the EAA headquarters for possible use in the various publications. Aircraft on display were, Bill Masters-RV-6, John Visel- Piper Arrow, Keith Mabis-Cessna 172, Bill Jones-Challenger, Lary Hedmark- Piper Archer, Piper Lance-Al LaRochelle, Bud Stratton/Jim Folks- alon Ercoupe, Bill Thacker-Cessna 195, Jon Herried-Bellanca Viking, Keith Doornbos-Moni Motorglider.



Several Young Eagle Flights were made during the morning. Most were CAP Cadets from the local squadron. Thanks to all of the Young Eagle pilots for their time and airplanes to make this happen.

A beautiful bouquet of flowers was sent to the Chapter by Aviation One. The following Monday, Aviation One group began their classes, a validation of the mission we've established from the Chapter to be involved in youth education.

## Oshkosh

### Nears...Are You Ready?

The aviation event of the summer is about to begin, barely two weeks away. Beginning on July 29th the EAA Convention features the Concorde SST, a salute to Corporate Aviation, and many other activities during the week. Several major aircraft introductions are made at the show each year.

EAA CHAPTER 129  
BLOOMINGTON-NORMAL, ILLINOIS





# Children's Museum: International Women & Girls in Science Day



EAA Chapter 129 hosted a display booth on Aviation Careers at the *International Women & Girls in Science Day* on Saturday, February 8<sup>th</sup> from 10am-3pm. The event was a purposeful effort to showcase women's representation in the sciences so that children can see themselves in the opportunities that exist.

Thanks to 129 members Eva McCue and Audrey Ruffcorn for working with the many young visitors as they tried their hands at flying the flight simulator. Special thanks to Allyssa VanMeter for making the trip from Champaign to represent the Women in Aviation International (WIA) organization. Allyssa is a corporate pilot, flying Lear Jets with Flightstar Corporation in Champaign.



[www.WAI.org](http://www.WAI.org)

EAA CHAPTER 129  
BLOOMINGTON-NORMAL, ILLINOIS



March 2025

## Faring the Skies of the North Atlantic

My watch says midnight. The view through the cockpit window is a persistent black veiled by the reflection of the interior lights and displays. The ambience of transonic air whooshes past the cockpit windows, given dissonant rhythm by the two enormous turbofans whose drones are ever so slightly out of sync. The 767 I am piloting darts across the night sky at over 600 miles per hour, a speed both inconceivable to the uninitiated and imperceptible to the eyes of the onboard observer. It maintains its course and altitude as I monitor our progress. We are halfway across the North Atlantic.



We seem to be a lonely ship in the night. And yet, we are just one of several hundred flights cruising across this ocean. Far beyond the reaches of radar and ground-based navigation, we use GPS to fly pre-determined tracks, altitudes, and speeds to keep us well separated from each other, a function achieved by radar under normal circumstances. The radio, once a cacophony of static mixed with the transmissions of pilots reporting their positions to air traffic controllers, is quiet. Trans-Atlantic communications exist in a new technology commonly called DataLink, where voice transmissions are replaced by a kind of aircraft-to-ground text messaging. Voice transmissions now serve only to supplement this technology and to act as a failsafe.

I dim the cockpit lights. The reflective veil lifts from the window and reveals the face of the cosmos, uninhibited by the lights of civilization and the dense atmosphere below. It's an amateur astronomer's delight. The haze of the Milky Way stretches overhead to both horizons, dividing in half a field of thousands of stars. Ahead arises the Red Super Giant Betelgeuse at the

shoulder of Orion the Hunter who prowls in the company of the Pleiades. Jupiter and Mars transit west along the path laid down by a crescent moon. In my periphery I perceive a glow to the north. I dim the lights fully to reveal the aurora borealis, dancing as a crown on top of the earth.

A loud tone rings out through the ether. The Captain is returning to duty from his rest break. He enters the flight deck and takes his position in the left seat.

"Welcome back. How was your break?" I ask.

"Oh, I slept a wink or two. Feeling pretty good. You

ready for your nap?"

I peer past heavy eyelids at my watch. It's five minutes past midnight back home and the cup of coffee I had back at the airport had lost its edge somewhere over Newfoundland. My catered meal of chicken with rice and steamed vegetables is digesting. My readiness to sleep in so many words is summarized in a way a pilot understands:

"Yep."

I give the Captain an update on our progress before I go off duty. I inform him of our position. "We just crossed the 50-yard line," which is to say that we just passed the Atlantic's procedural halfway point of 30 degrees west longitude where monitor and control authority shifts from Gander Oceanic Control to Shanwick Oceanic Control. "Goodnight!" is now "Good morning." I inform him of our fuel status relative to the flight plan and any irregularities experienced or expected. I transfer control of the jet to him and relinquish the right seat to the relief pilot, commonly known as the "bunkie."

"See you guys in a bit."

*~Continued Page 19*



## Faring the Skies of the North Atlantic

I exit the flight deck. In the cabin, a curtain encloses my lie-flat rest arrangement, on which a fresh set of linens lays ready for me. I make my bed, open the air gaspers, turn out the lights, and nestle in. I lay down and relax, fully intent on using every minute of this less than two hour break to get some sleep. In a circadian period where I would normally sleep several hours, I am allocated these precious few minutes. Among my fading thoughts is Charles Lindbergh. Nearly a century ago, tens of thousands of feet below my current position, and at a fraction of my speed, he fared the same path across this freezing nothingness. I wonder what Lindy would think of my comfy rest seat. I slowly drift to sleep to the vibration and drone of the two engines which propel all 175 souls aboard our 150 ton ship from shore to shore, hemisphere to hemisphere, new world to old.

Crossing the Atlantic in a modern airliner may seem routine to the unfamiliar. Though many of the tribulations of the early 20<sup>th</sup> century aviation pioneers have taken their own place in the history books, it is still a very serious business. An aviator remains prepared at all times for unpredictable mechanical failures, weather phenomena, and operational dynamics which change plans in an instant. The ability to respond to change and manage emergency situations is what counts in our profession. Halfway across the Atlantic, a pilot always knows whether the best diversion plan at any given time involves turning around toward Canada, deviating off course toward Iceland, or pressing forward to Europe. There is always a plan. It is well rehearsed, and every actor knows their role in it.

I wake to the subtle vibration of my watch alarm 20 minutes before my scheduled return to the flight deck. I reach over to the

window shade and raise it an inch. The luminous sunrise invades my compartment and thus begins the battle between my senses and circadian rhythm. My body desires to continue its sleep, but my eyes tell me it's time to wake. I emerge from my rest compartment into the fully lit cabin where the cabin crew swiftly serves breakfast to the passengers. I tidy up my rest seat. A simple task such as rolling up and stowing linens is a helpful way to break through the sleep inertia which begs me to lay back down. I make an effort not to impede the flight attendants' service as I work my way back to the flight deck.



The radiant sunrise blasts through the cockpit windows. The VHF radio has come back to life as we speak with Scottish Control. I reassume my position in the right seat, relegating the relief pilot to the jumpseat behind me. I set my freshly brewed cup of tea in the cup holder as the Captain updates me on our status. Out the window and below, the sun illuminates emerald green patches between cloud breaks. Good morning to you, Ireland. One more ocean crossed. We press on toward London for a smooth landing at Heathrow, a van ride to the hotel, and a much needed sleep. Tomorrow, westward.

~Josh Fisher



## Veteran Honor Flights

I was approached last year to fly as a safety pilot for a funeral for one of our local veterans. This was my first experience with our honor flight group and what an honor flight actually does. If you didn't know, there are a group of pilots that work with our local American Legion to honor our fallen heroes during their funeral ceremony with a full color guard and 21-gun salute. We are usually contacted by the Legion and are asked if we could do a fly over during the funeral for the family and friends. Once we are contacted, the word is put out to our pilots and we begin to build our team for the flight. Each plane has a PIC and a safety pilot or observer helping with each flight. Each honor flight has a lead pilot that is responsible for pulling all the information together for the flight, location, time, flight plan, and timing of the event. Now granted, we aren't the Blues flying over the super bowl, but we try to hit the mark on target and on time. I'm on my fifth honor flight and we have hit our target on time each time out. The amount of work that goes into these flights is impressive. We meet an hour and a half before each flight, we brief each step, down to walk out, starting engines, taxi roll, take off roll and enroute details down to the minute so we can present the flyover on time as professional as possible, flying off to the West with a wing wag as we salute them for the final time. After the flight, we always debrief the flights looking for ways to improve the next flight. Each debrief examines each step we performed, what was done correctly, how to improve future flights, and review any safety issues that might have presented them to all the participants.



just a small part of our day, time over target is short, we usually don't know the veteran, nor they us. So why do it? I have two veterans in my family, as do a lot of the people I know and fly with. I would hope someone would do the same for them if given the chance. We usually get contacted by the Legion with reports of how the flyover went and how our timing was. It is usually the same report. Looked great, thanks for your effort, your timing was perfect. It's a good feeling to hear that we completed our task and did it well.... Every now and then, we get notes from families. We received a note from one family that mentioned that the grandchildren couldn't stop talking about the planes that flew over their grampa's funeral and how much it meant to them. That's why it's my honor to



fly for them as they have done so much for us. I have only flown 5 flights with these men and women to salute our vets, they have carried out 42 flights so far. I want to do more and I hope that we can spread the word outside our flying community so that others see what we do to help our community.

This is why it is My Honor to fly.....

*~Matt Kerner*

So, that is what we do on an Honor Flight. The time committed to this not huge, it's



**March 2025**



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**March 2025**

# Chapter 129 Young Eagles Program



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

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

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

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

This year we are also providing three flight simulators so the Young Eagles can test their skills. This also provides aviation experiences on



days when weather doesn't cooperate with taking the eagles up for a flight.

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

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

*~Chad McCue*

**EAA Chapter 129 Young Eagle Coordinator**



Kirk Sampson and Chad McCue each earned a \$500 grant for EAA Chapter 129 through State Farm Companies Foundation's Good Neighbor Grant Program for volunteer hours completed in the chapter in 2024. State Farm associates are encouraged to

help their communities by volunteering with qualifying organizations. The Good Neighbor Grant Individual and Team Programs are great ways for associates to give back.



**March 2025**

## Builder Update - Greg Remaley's RV

Working on the main fuselage, right skin attached with left side going on hopefully next week. Looking forward to the "big join" after that where I will be connecting the aft fuselage to the main fuselage.



Your Project Here!  
Do you have a build  
project to share?



March 2025

# 2025 Poker Run EAA Chapter 129

## Event Details

Bloomington EAA 129 is excited to host a thrilling poker run from April 20 to April 26, 2025. This week-long event gives participants the opportunity to visit up to 10 different airports, capturing photo proof at each location.

## Event Schedule

- Event Start: April 20, 2025
- Event End: April 26, 2025
- Final Gathering: April 26, 2025, at the F-15 hanger



## Participation Guidelines

Participants will need to visit various airports and take photos as proof of their travel. The photos will be used to draw cards at the final gathering. Each airport visited earns a card draw, and participants can keep the best five cards to compete for the best hand.

## Final Gathering

The final gathering will take place on Saturday, April 26th, at the F-15 hanger. Here, we will:

- Draw cards based on the number of airports visited
- Enjoy a lunch of burgers and brats
- Determine the winner with the best hand

## Entry Fee and Prizes

Participation in the Poker Run requires a \$20 entry fee. The event will feature aircraft swag as prizes and a 50/50 drawing. All proceeds will benefit one of our youth projects such as Young Eagles, STEM, or our Aviation Youth Camp happening in June.

## Join Us

Join us for an exciting week of flying, camaraderie, and competition, all while supporting important youth initiatives. We look forward to seeing you at the 2025 Poker Run!



March 2025



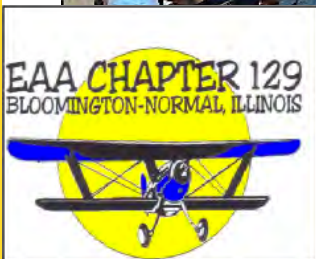
## February Fly-out - KUIN Quincy

Hey all, I raised my hand to answer the question, what do you want to see the chapter do more of????? My answer was flyouts and community flying events. So now I'm in charge of "Fly to Lunch with Matt" and our Poker Runs. The Poker Run is a work in progress, but it's pretty hard to mess up flying and food. We have had 5 flights out to destination diners on airports around Illinois and so far, they are gaining traction. The first flights were just a few planes grabbing some lunch at Mattoon. Since then, we have gone to Clow International, Mattoon, and Quincy. With a little planning, some phone calls and some help with the Flypaper and Facebook, the word is out. Our last flight found us at the Blue Haven Café just outside Quincy Illinois. Little bumpy for my little warrior, but worth every minute. Making our 10 miles out call on CTAF, I heard five of our own planes call out, then another, and another and more. We had a total of 10 planes land to meet and eat lunch. EAA 864 joined us with 5 planes. Upon landing and

getting a good stretch, I said hello to my neighbor pilot chalking his twin beech. "You from Bloomington?" Yep, I replied. "You the one sending me all the newsletter?" Nope.... I introduced myself as Matt... "Fly to lunch Matt?" He asked. I just smiled and said yes.

I am looking for more destinations to fly out to and get something to eat with other chapters to keep up relations and exchange ideas. I hope you can join us next time. I'll be working on another destination lunch for next month. Any ideas or secret locations you know about. Email me anytime. See you on final out there. Blue skies.

*Matt Kerner*



**March 2025**

# EAA Chapter 129 Swag Order

We are preparing to place an order for Chapter 129 shirts and caps. Sign up sheets are available in the hangar, watch for a sign up sheet online.



Logo Example



Chapter 129 Navy Chapter Cap \$10



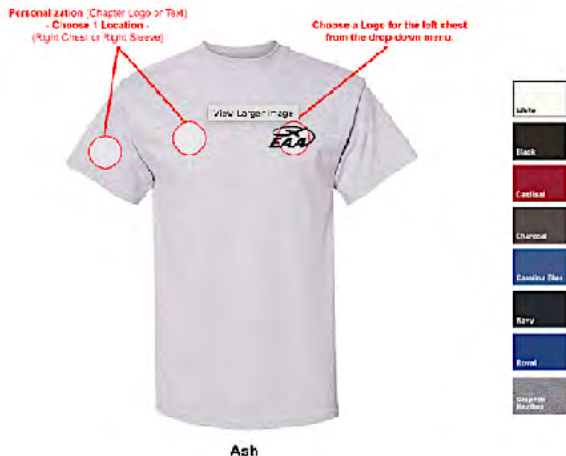
Women's T-Shirt 100% Cotton, 5.3



Men's Pocketed Polo 100% Cotton, 7 oz \$30



Women's Polo 100% Poly, 4.7 oz \$39



Men's T-Shirt 100% Cotton \$10



Women's Polo Moisture Wicking, 4.5 oz \$23

# EAA Chapter 129 February Board Meeting

The Board of Directors for EAA Chapter 129 met February 6 at 5:30 p.m. at hanger F-15.

Those attending were:

Charlie Bates, Matt Kerner, Bill Thacker, Chad McCue, Kirk Sampson, Wayne Sampson, Wayne Aldrich, and Doug Reeves.

Guests attending: Jackson Zimmerman

President Charlie Bates gave his report stating a new large screen TV monitor and compact computer, extra tables and a new multi-drawer toolbox had been donated and installed. Remodeling of the hanger displays and storage cabinets had been completed by Matt Kerner and his volunteer team.

The minutes from the January board meeting were approved.

Wayne Sampson, treasurer, gave a treasurer's report detailing the income and expenses from chapter activities in 2024.

Committee reports were given by committee leaders:

**Young Eagles- Chad McCue** Young Eagles pilots and support personnel need to complete their EAA required training certifications. Chad will notify those needing to update. Dates coordinating with the PAM Open Cockpit days were noted.

**Ray Aviation Scholarship- Wayne Aldrich** The second week of February an announcement will be made if Chapter 129 has been awarded a scholarship. Then interested candidates will be invited to apply. Discussion followed about the opportunity for a chapter shared scholarship application for next year.

**Stem/Camps- Wayne Aldrich** A career fair with BACC is scheduled for February 26 at the Interstate Center focused on 8<sup>th</sup> grade students from surrounding schools. The Children's Discovery/Chapter 129 day camp is scheduled for July 28-August 1. Chapter 129 will host an Aviation Youth Camp June 16-22. Camp details are being planned with the help of Jennifer Bolton, retired teacher, and Allyssa VanMeter, corporate Learjet pilot with Flightstar at CMI.

**Build & Fly update- Matt Kerner** The Aviation Youth Camp June 16-22 will include an RC model build. Matt Kerner will lead a team to 'Teach the Teachers' to build a process and curriculum for the camp. Larry Kuperschmidt with the local RC Club will assist with both Teach the Teachers and the student build project. The first 'Teach the Teachers' meetings will be held February 12,13, 19 and 20 to begin assembly of the RC aircraft.

**Gathering Coordination- Kirk Sampson and Bill Thacker** Simulators are operational and a game night will be coordinated with the next chapter gathering to introduce the simulators to members.

**IMC/VMC Club- Jay Allen, John Rettick, Bill Thacker** An IMC survey was completed and results shared by Jay Allen. A VMC survey will be created and results shared following the February VMC meeting.



March 2025

# EAA Chapter 129 February Board Meeting

**Chapter Calendar update- Kirk Sampson and Chad McCue** Next year's calendar may include an auction to include your plane picture for a specific month as a fund raiser.

**Chapter Social Media Planning-Kirk Sampson, Chad McCue, Matt Kerner** increased presence on social media will be used to promote Chapter 129 activities.

**Poker Run planning update- Matt Kerner** April 26 with a week prior allowed to document flights to 10 targeted airports. Proof of landing will give each pilot a playing card for the poker game on April 26. Details to follow.

**Roster management- Chad McCue** Chad is working with national EAA to develop a roster management tool to validate membership payments and create a contact list. Chad and Matt are encouraging weekly gatherings to have attending members have their picture taken and along with a chapter survey of personal information, provide a member directory that highlights members interests. Picture of new members will be posted in the monthly Flypaper.

**SWAG update- Matt Kerner** A discussion was held about having logo wear for members to purchase. Various suggestions for shirts/hats, etc were discussed.

**11LL flyout dates-Bill Thacker** dates were established for 2025; May 16-17 and Sept 19-20.

## **OLD BUSINESS:**

An update on Jackson Zimmerman's ground school was given. 15 attendees, 4 weeks complete with 4 more weeks till completion. Discussion followed about recognizing the extra effort to develop and provide the class for Jackson. An agreement was determined to provide a stipend for his great work.

## **NEW BUSINESS:**

**Ray Scholarship Simulator discussion-** A new scholarship program has been developed by EAA national and Chapter 129 has been granted one of the scholarship opportunities. The program is focused on non pilot training students who take simulator flight training prior to beginning flight training. Upon successful completion of the simulator program, the student would earn a Ray Scholarship.

Discussion was shared about volunteering for a pancake breakfast work team at AirVenture 2025. A plan has been developed in coordination with Chapter 29 for volunteers.

The meeting was adjourned at 8:30.

***Douglass Reeves, Secretary EAA Chapter 129***



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Doug Reeves - Secretary  
Chad McCue - YE Coordinator  
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Bill Thacker - Advisor  
Newsletter Editor - Charlie Bates

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

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



**March 2025**

Our EAA Chapter 129 hangar is buzzing with activity these days with scheduled events Monday through Thursday evenings and Saturdays. Monday is our chapter hosted, in-person ground school, Tuesdays Civil Air Patrol meets, Wednesday and Thursday evenings are for our RC plane build event. Saturdays are breakfasts and IMC/VMC Clubs. Our three X-Plane flight simulators are very busy as is our RC plane simulator. The hangar at F-15 has recently received a number of upgrades including new paint, big screen TV, office storage cabinets to replace the old bulky desks, SIMs, a large tool cabinet and we will get a new entry door this Saturday. All new this year and mostly donated Materials.

Our ground school on Monday nights will wrap up in March with fifteen students prepared to take their written PPL test. Thanks to Jackson and Bill for putting this training opportunity together; there is a lot of effort required to develop a curriculum and presentation materials.

In February, we set up booths with flight simulators and aircraft building demonstrations at the Bloomington Area Career Center (BACC) career fair promoting aviation careers and also at the Children's Discovery Museum for their "International Women and Girls in Science Day." Thanks to all the volunteers who helped set up and work with the kids at both events.

Our team is currently planning our summer activities with two Aviation Youth Camps, six Young Eagle events, two fly-ins/pancake breakfasts at 11LL, 4th Saturday Lunch Fly Outs and a Poker Run in May.

Preparation has already begun for our youth summer camps as we are working with the Sentral Illinois Radio Society (SIRS) to build a

first article of the plane our campers will build at one of our summer camps. On Wednesday and Thursday evenings, a group of Chapter 129 members and members of SIRS are building the model to document the build process for the youth camps. I am really impressed with the effort and attention to detail this group is putting into this event.

We look forward to expanding our relationship with SIRS, a member of the AMA - Academy of Model Aeronautics, an organization of governance and advocacy for the model aviation community. The SIRS field is located near Funks Grove. We will fly our new RC plane there when completed and weather permits.

In other news, we are planning an order of chapter shirts and caps, see the examples on Page 26. Order forms are available at the F-15 chapter hangar. Watch for for an online order form. We plan to place our order in March.

Our April newsletter will start a series of articles showcasing our member's private fields. I am eager to learn more about their history and current activities. If you have a private field, please send me your story and photos.

Many thanks for all who have stepped up to initiate and help manage all of our many chapter activities. We are still looking for a few more members to help with planning and organizing chapter flight activities (Page 9). Our fourth-Saturday lunch fly outs have been very popular and great fun. We hope to generate other flying activities because that is what we are all about.

~ Charlie

