



The Flypaper

Promoting Sport Aviation in Central Illinois for More Than 60 Years



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March Chapter Gathering 3/21

Our March Chapter 129 Gathering will be **Thursday, March 21** and will feature member's soups. We had a great selection of soups at our February gathering so if you have a favorite winter soup recipe, bring it along to share at our gathering or bring a side dish. We will eat at 6:00 pm.



Our Program will be at 7:00 pm

This month Bill Thacker and Scott Whittaker will demonstrate how to completely and properly reupholster a set of PA28 seats using materials purchased from Airtex Interiors (airtexinteriors.com). They will demonstrate and explain each

step of the process and provide some hands-on experience.

The work demonstrated will be in accordance with Part 43: Appendix:A, "..... Preventive Maintenance." Paragraph (c) is a 31 item "inclusive" list of things that we as non A&P aircraft owners or pilots are allowed to do to the airplanes we own or fly. Items (14), (15) refer specifically to seat belts and interior replacement. Click [here](#) to view Part 43.

An interior rehab can significantly increase the value of your plane. It can also be very costly to have done professionally, however there are a number of suppliers of FAA approved DIY interior kits.

Don't miss this hands-on seat covering workshop.



February Chapter Gathering 2/15

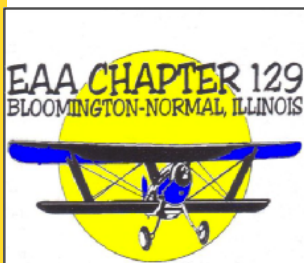
The February gathering began at 6:00 p.m. with 20 members and guests attending. Food provided was six varied soups, snacks and desserts. A new "mailchimp" online reservation program was created by Kirk Sampson to manage the food items being offered by members.

At 6:45 p.m. the meeting was called to order by President Charlie Bates. Charlie shared that members had donated to improve the hanger lighting with new LED lights and purchase a new Starlink internet system to support our speakers at the monthly VMC and IMC club meetings. Kirk Sampson demonstrated the video performance of the new Starlink system with a video from Top Gun. Kirk explained that there had been an evaluation of various internet options available to the chapter hanger and found Starlink was the best. Bill Thacker encouraged members to bring a friend to the chapter events to help grow our chapter. He noted the value of the new monthly VMC and IMC club activities scheduled for the second and third



Saturdays of each month. Charlie announced that Wayne Sampson has agreed to serve as the chapter treasurer. Wayne will serve until the next board election scheduled later this summer. It is hoped that Wayne will continue beyond the election.

New Milestones were recognized; Dustin Davis has passed his AGI Accredited Ground Instructor and Instrument Ground Instructor tests.



Charlie introduced the proposed new bylaws for the chapter. Kirk described the process of reviewing the original bylaws and finding

that they were severely out of date. With the help of the EAA national office, a new template for chapter bylaws was reviewed. The template was revised to reflect the local chapter values and procedures to provide the proposed bylaw document. Copies of the draft bylaws were distributed with the plan to vote to accept the new bylaws at the March chapter meeting. Any suggestions or questions should be sent to Charlie, Kirk or Bill.

Six members of chapter 129 attended the 2024 EAA Leadership Institute in Oshkosh: Bill Thacker, Kirk Sampson, Dustin and Lacy Davis, George Wilt and Wayne Aldrich.

Charlie announced that work will begin soon to repair the leaks in the hanger roof with a borrowed manlift and roofing sealant.

A motion to adjourn passed at 7:15.

Jason Jording introduced the speaker for the evening, Jerry Lay of Jerry Lay, Inc of Minonk.

Jerry gave an interesting program explaining his expertise as a helicopter pilot in Vietnam and Iraq flying OH-58 Jet Rangers, UH-1 A, B, C, D and H model Hueys and Ch-47 Chinook. Jerry is a DPE for helicopter pilots.

Sharing parts of helicopters that are critical to its operation, Jerry explained how the helicopter flies compared to a fixed wing airplane.

Jerry answered many questions about operation and flight principals of helicopters and his program was appreciated by all in attendance.

~ Doug Reeves, chapter secretary



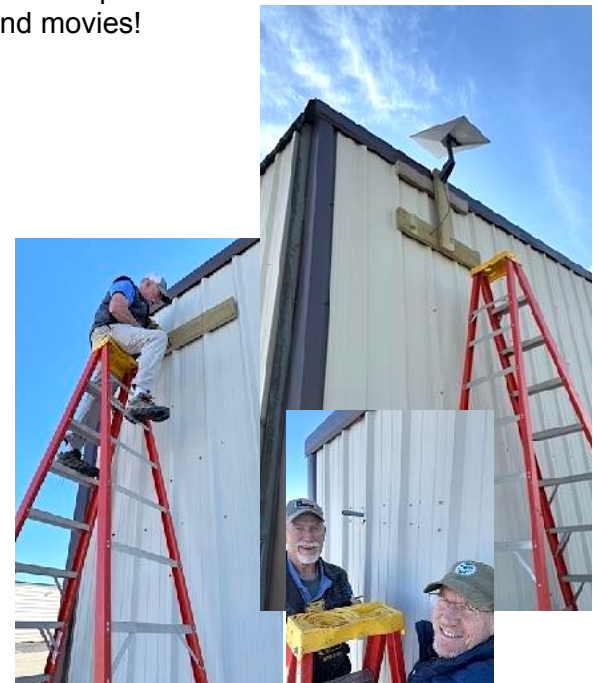
Chapter 129 Hangar updates!

If you are a regular visitor at our Chapter 129 hangar you have no doubt seen the buckets along the East wall collecting rain water that has come through the roof. The leaks turned out to be 30+ tiny holes in the metal roof which were caulked shut on a chilly Monday evening. We moved inside Tuesday to address the soaked insulation and found we had to remove it to get the moisture out. From the inside we found small rays of light coming

through the roof and moved back outside to seal them up. The rain on Thursday proved that we had stopped most of the leaks. Two more small holes were found and sealed. There are a few more areas that need attention but the big leaks have stopped. Next stage will be to seal the roof to prevent any further damage. Thanks to Matt Kerner for organizing the work group and providing the materials!



Starlink internet has arrived at Chapter 129. For over a year we have searched for high speed internet solutions for our chapter hangar. Our expanded program venue at our chapter gatherings and our VMC and IMC Club meetings were suffering quality issues for our lack of internet speed capabilities and Starlink turned out to be our best solution. We experienced some challenges with the antenna mounting (still in need of paint and finishing touches), but we are up and running with screaming internet services and uninterrupted video and movies!





Milestones

Chapter 129 members achieving
their goals in aviation



Jackson Zimmerman, Chapter 129 member and former CFI at SIU school of aviation, has moved to a CFI position at Louisville Aviation at Bowman Field. He is training students in 172s out of KLOU and says, "We basically fly these planes nonstop."



**There is still time to get your
2024 dues paid!**

Annual membership dues for EAA Chapter 129 are \$30 - *where else can you have this much fun for \$30?*

You can mail your payment to:

EAA Chapter 129
2825 E Empire St
Bloomington, IL 61704

Have you renewed your EAA national membership? Renew [here](#).

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.



We are excited to add the Chapter 129 EAA IMC Club in 2024.

Our next IMC Club meeting will be **April 6 at 0900**

April IMC Question of the Month: At a non-tower controlled airport where pilots are operating under VFR, does an inbound aircraft completing an IFR approach and planning a straight-in approach to the runway in use have right of way over the VFR traffic in the pattern?

Our next VMC Club meeting will be **March 16 at 0900**



March VMC Question of the Month: Question: When performing turns about a point, at which point in the maneuver is the bank at maximum value?

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.



John Rettick leads an IMC Club discussion

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 at Bloomington Area Career Center Event

8th Grade Career Expo

On February 28, 2024, EAA Chapter 129 represented the aviation industry by promoting aviation careers at the Bloomington Area Career Center's (BACC's) 8th Grade Career Expo. The expo was held at the Interstate Center and included 50 organizations and over over 1000 students from 13 schools in DeWitt and McLean Counties. We spoke with many potential future aviators and hope to see them at future chapter events!

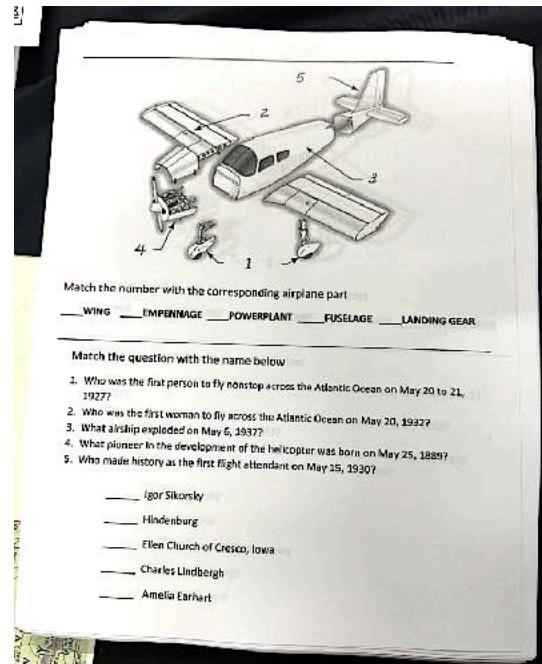
The BACC asked the various organizations to provide an activity for the students. After completing the activity, the students were given a sticker to prove they had visited the booth and be eligible to win a prize. The Chapter 129 activity was a quiz to identify plane parts and to name historical aviation legends or aircraft. We were impressed by the ability of many of the students to complete the quiz correctly!

Can you answer these aviation history questions?

1. Who became the first person to fly nonstop across the Atlantic Ocean on May 20 to 21, 1927?
2. Who became the first woman to fly across the Atlantic Ocean on May 20 1932?
3. What airship exploded on May 6, 1937?
4. What pioneer in the development of the helicopter was born on May 25, 1889?
5. Who made history as the first flight attendant on May 15, 1930?

Thanks to Rachelle Mewshaw at the BACC for organizing the event and Paul Krueger and Charlie Bates for helping!

~Wayne Aldrich, STEM/Ray Scholarship Coordinator



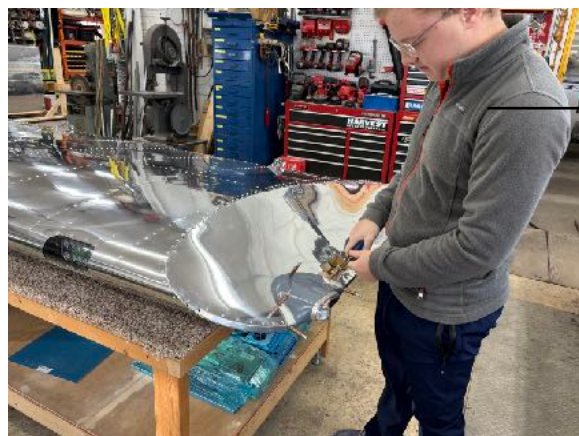
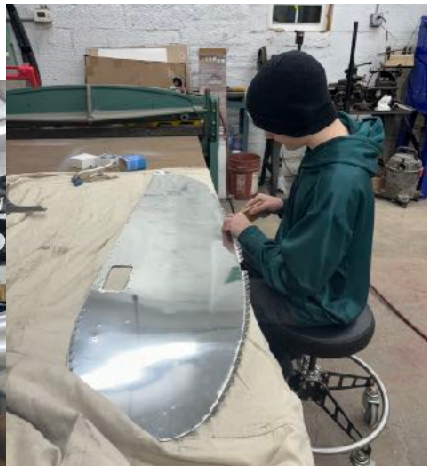
Builder Updates



Jim Hazen has started the assembly of his instrument panel (still looking for a volt meter), and has cut patterns for his windshield on his Legal Eagle XL.



The Schneider family RV project continues to make progress with the wings and empennage completed. Work has started on the fuselage between school track and FFA events.



The DIY Corner

George Wilts - I built this Tailwheel mover for my Cub. Had the right angle drive and Makita drill. Wheels and other parts were less than \$20.



Young Eagles 2024



**Dustin Davis Young
Eagles Coordinator**

Hi Flyin Friends,

We are excited to announce our 2024 Young Eagle Rally dates and look forward to all the amazing support from our pilot and ground volunteers! It takes a lot of teamwork to make it all happen and we appreciate all who can help.

Chapter 129 YE Rally Dates:

April 20th - TBD

May 18th - TBD

June 15th - Lincoln

August 17th - Bloomington

September 21st - TBD

October 19th - TBD

Chapter 29 YE Rally Dates:

March 9 Mattoon KMTO

April 13 - Champaign KCMI

May 11 - Mattoon KMTO

June 8 - Champaign KCMI

July 13 - Mattoon KMTO

August 10 - Champaign KCMI

September 21 - Champaign KCMI

October 19 - Mattoon KMTO

With this year's expanded event schedule we will be needing additional pilot support. If you are interested in being a Young Eagle Pilot or ground

volunteer for 2024 please TEXT me at 309-532-8180 with your name so I can add you to my list to contact. Also, if you haven't done so yet PLEASE Register at yeday.org

and complete the necessary EAA requirements to volunteer. It can take a couple weeks for the background check, so please get that and the short youth protection requirements done early. 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



Supporting Our Veterans

Sometimes general aviation enthusiasts get to do something even more meaningful than meeting friends at a fly-in or landing just before the sun sets. There's a handful of local pilots that work with the Bloomington and Normal American Legion Posts to honor our veterans in a special way.

The Honor Flight division of American Legion Post 56 and 635 is asked to fly over the burials of many Bloomington Normal veterans, depending on weather, airplane and pilot availability. The American Legion Honor Guard is also on the ground, in the cemetery. It usually consists of about 15 Honor Guard members in full regalia, including one bugler and one bagpiper. The Honor Guard is led by the Post Executive Officer Butch Ekstam.

On Wednesday, February 27, 2024, four airplanes and pilots, with 3 safety pilots, gathered for a flight briefing. The mission was an Honor Flight flight over Eastlawn Memorial Gardens for the burial services of Gary William Scott, who served in the United States Army.

The flight was lead by Doug Reeves in a Piper Warrior with Wayne Sampson as a safety pilot; Number 2 was Paul Krueger in a Piper Arrow; Number 3 was Charlie Bates in a Piper Dakota Arrow with Jim Visel; and Number 4 was Bill Thacker in his C-172 with John Rettick as a safety pilot.

The mission was a Time Over Target (TOT for the military types) with 4 airplanes in trail of each other with half mile separation between aircraft at 2,000msl at 1500L (3:00pm for the civilians) plus or minus 30 seconds.

Doug was the flight lead and did all the preflight planning to execute a safe and enjoyable flight.

The briefing started exactly at 1500L with all present, except Charlie, who strolled in a few minutes later. Doug gave a very detailed briefing starting with the

line up (who is what position in the flight and the type aircraft flown). Then he discussed the weather condition, target description, communication, when to start, taxi, takeoff, type of takeoff, altitudes, cruise airspeed, route of flight, holding, initial run in to target, first pass over the target, maneuvering for the second pass over the target and recovery back to CIRA.

~ See Veterans Page 10



Supporting Our Veterans

~ From Veterans Page 9

Contingencies were briefed such as airplane or communications issues. All listened intently to make sure they knew their role to ensure a safe, successful and fun mission. With a few questions clarified, all went to their aircraft to preflight and get ready to start.

The flight lined up line abreast on the ramp. Doug called the flight to check in on our discrete flight frequency "Honor Flight Check". The flight checked in crisply, "Honor 2", "Honor 3", "Honor 4". Doug commanded the flight to perform the runups and pre-takeoff checks, then the flight was switched to Bloomington ground for taxi. Doug checked the flight in on Bloomington ground control and transmitted "Bloomington ground, Honor Flight of 4 ready to taxi from the west ramp with information Mike". The flight taxied in trail to runway 20 at intersection echo for departure.

The flight was a few minutes early so we held short until the briefed takeoff time. The flight was switched to tower frequency and was again checked in by the flight lead. Doug transmitted "Bloomington Tower, Honor Flight of 4 is ready for take off". All aircraft took off in sequence and climbed to 2000msl. No.4, in a 160hp C-172, could not climb as quickly as the higher horsepower Pipers, but Bill did a masterful job of using geometry and cutoff to stay in position as no.4. Once at 2000msl with good pilotage the airplanes maintained good relative position. I forgot to mention the only weather issue was the wind at the airport was 180 at 18kts. At 2000 msl it was in the 30kts to 40kts range. Doug did a punctilious job at arriving over the target at 1500L + 14 secs.

The mission is always to fly over the ceremony twice. The second time the flight symbolically flies

over the ceremony westbound. This is a tradition referencing a military pilot's final flight west, as the sun goes down.

The Flight always briefs the tower on who we are and the mission. The tower manager Mike Eppley and his crew have been an integral part of the success of Honor Flight flyovers. If you don't know the geography of this flight, the cemetery is just across the street north of the airport.

On this flight, after the first pass, an airliner was on a 6 mile final for runway 20. CIRA Tower extended our flight east a few miles. Then the tower turned us back to the cemetery and minimized the extra time added to the second fly over. Then the flight executed a right turn to enter right base for runway



20. All aircraft were cleared to land. Landing, taxi and shut down were all completed as briefed.

A thorough debriefing followed. The result was a safe, uneventful and fun flight honoring one of our country's heroes. It is a lot of fun to fly with good, conscientious pilots for such an occasion. This was Jim's and Wayne's first time as safety pilots. They are integral to a safe flight because of the extra set of eyes both in and out of the cockpit and their experience as pilots. I encourage all to help fly with the Honor Flight group as safety pilots. It's hard to describe the experience.

~John Rettick is a retired Marine Corps and airline pilot, an A&P, 35+ year member of Chapter 129 and lifetime member in EAA and Warbirds, and recent coordinator for our chapter IMC Club.



Captain Dunning and First Officer Kruger

Aviators rarely forget the first flight that was almost their last. Virtually every pilot has their story. Sure, no flight is perfect, but there is often one particular flight on which we look back and think, "I was not in control of that situation at all." Flying is a risk-conscious business and, as humans, we are all subject to failures along the path to becoming effective risk managers. There's the classic saying: "There are old pilots and bold pilots, but there are no old, bold pilots." The common quip refers more broadly to the less risk-averse nature of inexperienced fliers. Looking back on my 4,000 hours thus far, I can think of a few times where that theme applied to me; times when threats which propagated from within my own head kept me from addressing the ones that came from the environment around me. I will not soon forget the first flight that reminded me I was still new to this game. My story, surely like some of yours, happened one summer toward the end of July. We were headed to Oshkosh!

July 17, 2015. The Ohio State University Airport, Columbus, Ohio. I was a newly instrument-rated private pilot with 170 hours under my belt. My good friend Tom and I had loaded up the pride of our school's aviation program, a 1974 Cessna A150L Aerobat painted up in our school colors. We were headed to Oshkosh to display the airplane at the school's booth at AirVenture. I was thrilled for the trip, as it was my first time flying into the show and only my second time going. We had planned a one-night stopover at a small grass strip called Thacker Airport near the town of Chenoa, Illinois. Another friend was part of a crowd of folks that met there every year and flew together to Oshkosh, and we were invited to tag along. Between us and Illinois was a developing

system of thunderstorms across central Indiana. We figured we would fly the direct route and hopefully find a gap in the weather. I can tell you that this is not a poor strategy in a jet doing 460 knots at 39,000 feet. In a Cessna 150, however, it is not very wise.

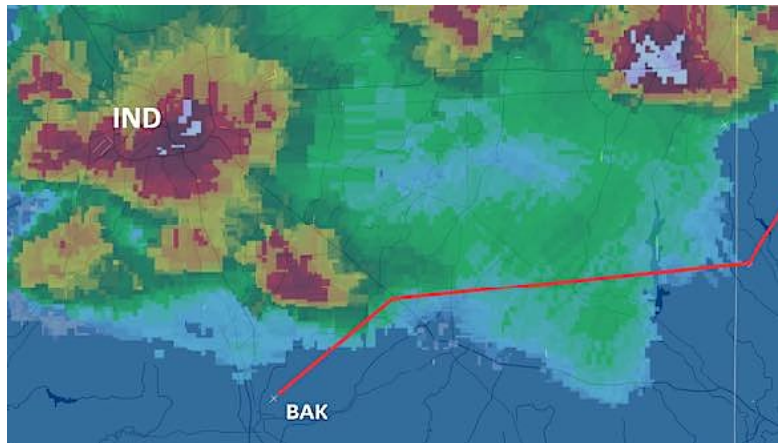
We made it as far as Dayton (DAY) when we realized that continuing west would be difficult. The clouds over the horizon were dark gray and there were significant rain showers visible. We landed at DAY and walked into the FBO to take a look at the radar image. It showed the storm system continuing to gain strength, but it was non-frontal and did not appear to be moving very fast. Southern Indiana was mostly

clear, so we decided to hop back in the 150 and head south toward Cincinnati before turning west. We cruised along on that plan and made our turn in a more westerly direction over Oxford, Ohio, the home of Miami University. The storms were visible and it looked like we had a clear path around the southern side, so we decided to skirt the clouds

and get going west as soon as possible. This was probably the worst decision of our flight and, in the absence of luck, would have been the beginning of our accident sequence.

We were over the Honda plant just west of Greensburg, Indiana and looking at a wall of dark clouds and rain. There was a gap between two rain shafts through which the sun was shining. Tom asked me if I thought we should shoot the gap. I thought it seemed like a bad idea and he concurred, so we continued straight ahead. Though things had not yet started to deteriorate, this was probably the best decision we made. Most guidance encourages pilots to avoid severe weather by 20 miles. We were likely within 5 miles of the weather. It was smooth, we were making progress, and that was good enough for us. After passing over the Honda plant, everything changed.

~ See Dunning Page 12



Captain Dunning and First Officer Kruger

~ From Dunning Page 11

As we flew along, we began to encounter a bit of chop. It had only been going on for a minute or so when suddenly we encountered the most severe turbulence I have ever experienced. My head hit the ceiling and my headset was knocked off. I got it back on and started to assess what was going on. It was indeed a loss-of-control situation, which is part of the definition of severe turbulence. Tom was flying the airplane and managed to ride through the turbulence and keep the airplane from rolling over. He started a turn to the south as best he could, hoping to fly toward the clearer sky and get out of the turbulence. Shortly after, we found ourselves in smoother air. We both looked at each other and agreed that it was time to be done. Wanting to find a place to land where accommodations were more likely, I looked for the nearest tower-controlled airport. I found Columbus, Indiana (BAK) on the chart to the southwest, and we turned direct to the airport. The route appeared to keep us clear of the weather but, as we approached the airport, it became evident that the storm was rapidly developing overhead. We found ourselves racing nature. Bad decision #2.

I noticed Tom was descending through 1,000 feet a little earlier than expected. I asked if everything was OK, and that's when I realized the throttle was fully open and Tom was attempting to climb. With full power and a good climb speed established, we found ourselves in a downdraft and were still sinking at around 500 FPM. With mother Earth approaching and seemingly nothing left to do, I was unsure how this was going to go.

That's when, at around 300 feet above the ground, the VSI needle reversed into the positive arc. We were maintaining a very shallow climb and Tom managed to drag the airplane all the way to a landing on runway 5 with around 20 knots of crosswind. We secured the airplane and found a hotel. We went out for a beer that evening and caught a glimpse of the local news. Multiple

tornados had touched down in the Indianapolis area around the time of our flight through the area.

You can't beat her. It doesn't matter how much thrust you have, how much flight time is in your logbook, or how good you are at flying your airplane. If you think your playbook has a play that will beat mother nature at her own game, you are

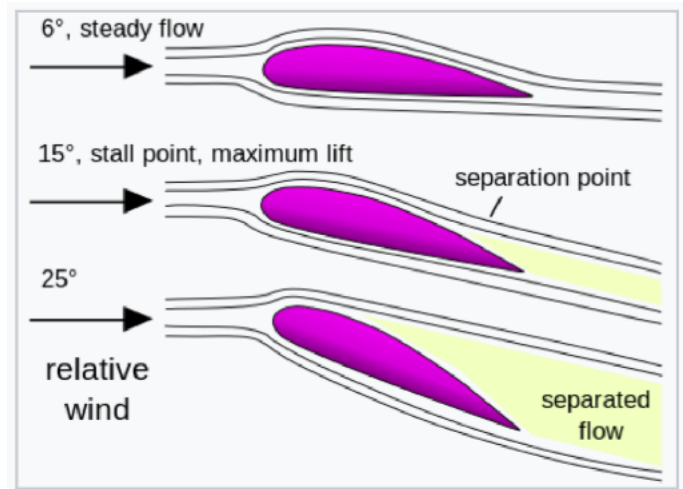
eventually going to run out of luck and find yourself in the loser circle. That was the lesson we learned in 2015. It was when we started the downward curve from the first peak of the famous Dunning-Kruger Effect. Those who have limited competence in a particular domain tend to overestimate their abilities, and it usually takes an early-career event like ours to break a person of their overconfidence. Since then, I have resolved to respect nature and the fact that the awesome potential energy of an air mass is many orders of magnitude greater than the potential of my airplane or its mortal operator. Even more than that, I have been reminded that flight school is still in session...and graduation is a LONG way off!

~ Josh Fisher is an Akron, Ohio native, member of Chapter 129, and has been flying for 14 years. He is currently a pilot for United Airlines. His wife, Jessica, is a Chenoa, Illinois native, also a pilot for United, following in her father's footsteps. Josh and Jessica reside in New Jersey and plan to move to Illinois this summer.



Quiz: 6 Questions To See How Much You Know About Stalls

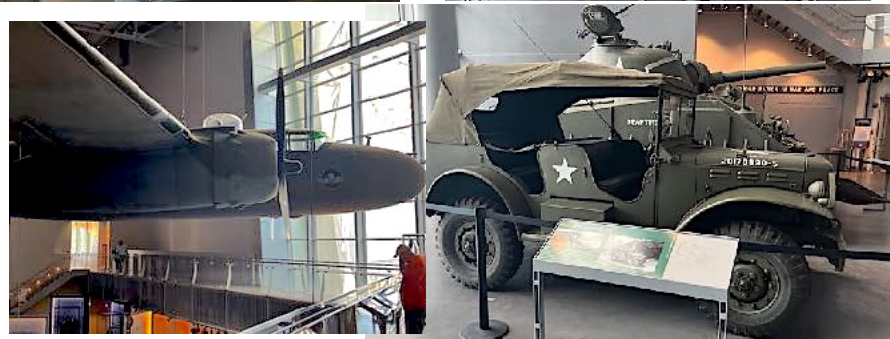
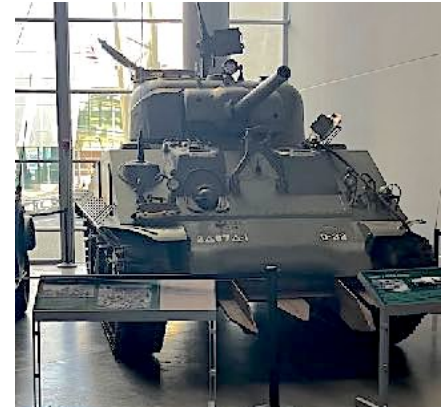
- 1) Any point beyond _____ is where _____.
 - a. The critical angle of attack; a stall occurs and the drag coefficient peaks.
 - b. The critical load factor; a stall occurs and an excessive adverse gradient is formed.
 - c. The critical angle of attack; a stall occurs and the coefficient of lift drops.
 - d. The critical pitch angle; a stall occurs and the lift/drag coefficient peaks.
- 2) You are on your checkride and the examiner asks, "the airfoil will always stall at the same what?" So you tell them...
 - a. Angle of attack and load factor
 - b. Pitch angle and airspeed
 - c. Angle of attack
 - d. Airspeed and power setting
- 3) You and your student are practicing power-on stalls in preparation for their Private Pilot checkride. You notice the student uses no elevator trim to help keep the nose high for the stall. After the aircraft stalls, your student lowers the nose and adds full power. In the attempt to lose minimal altitude, your student adds back pressure on the elevator, so the aircraft stalls again. What happened?
 - a. A secondary stall occurred.
 - b. The first stall was impending and the second was a full stall.
 - c. The second stall was an elevator trim stall.
 - d. This is called a falling leaf stall.
- 4) Why is wing contamination an issue when discussing the topic of stalls?
 - a. Excessive weight can increase stall speed.
 - b. It will cause early airflow separation.
 - c. I can create a tail-stall threat.
 - d. All of these.
- 5) A stall with yaw can create which hazardous situation?
 - a. A falling leaf stall
 - b. A Dutch roll
 - c. A spin
 - d. A stall with yaw does not create a hazard
- 6) Which factors could cause a spin to flatten?
 - a. Aircraft outside of the utility category limits.
 - b. Power application in a spin.
 - c. Extremely aft center of gravity.
 - d. All of these.



Quiz courtesy of [boldmethod](#)

See answers on Page 17

WWII Museum in New Orleans 'A must see!' - George Wilts



Where are they now?– Chapter 129 members on the move

Spotlight: David Ford

I was introduced to aviation as a young child. My father was a pilot in the Bloomington Normal area. I have fond memories of flying around the area, going to fly-in breakfasts, and camping at Oshkosh. I suppose once the flying bug takes hold it never really leaves. During elementary and high school, I wanted to fly in the Air Force. I started meeting with a recruiter to figure out the right steps, but soon found out I was ineligible as I had an asthma diagnosis that would prevent me from serving. I graduated and found myself not knowing what I wanted to do for a living so I continued at my part time job working in an automotive body shop. Over the years I "forgot" about flying until I took a continuing education class in which the presenter mentioned the "Pilot Shortage." I went home that night and started researching all I could and learned that "normal" people could be professional pilots. I took a discovery flight the next week and decided to go for it!

The winter of 2016 I studied for and passed the FAA written for private pilot. I started flight training the first day after daylight savings time since there would be daylight when work was over for the day. It took 3 month of training at Synergy after work and on weekends to get my PPL. Shortly thereafter I joined Crosswinds Flying Club to continue flying more economically. I started on instrument and commercial ratings in short order and then flew a club plane out to the Denver, Colorado area for an accelerated CFI program.

I instructed out of Crosswinds for a short while before instructing at Parkland College full time in January 2019. I had a short pause in flying during 2020 due to COVID-19 but finally made it to the airlines joining SkyWest June of 2021. I was living in Illinois at the time and was lucky to be based out of ORD. A year-and-a-half of flying in the right-seat in the CRJ, SkyWest sent me to mandatory upgrade. I upgraded to captain in February 2023. It was a short stint in the left seat as I left and started with Southwest Airlines in May of 2023.

I am a first officer again, but this time on the Boeing 737. I have been with Southwest for about 9 months now and am thrilled to be "home," and working for the best airline in the world!



CFI at Crosswinds Flying Club



First day on the job!



My dream job!



As I was listening to Charlie Becker's

March [Chapter Video Magazine](#) recently, I was reminded that Sun n Fun is only a month away and discussions about camping at Airventure have started. It's time get some events on my calendar. These include the additional Young Eagles events we are doing with revised schedules for Chapters 29 and 129. It is no coincidence that our chapter numbers resemble each other as we were both founded by a group of aircraft builders from BMI and CMI.

For the past two years chapters 29 and 129 worked together to host and manage Young Eagle Events, sharing coordinators, ground crews and pilots. In 2024 our chapters have primarily selected alternate Saturdays each month for our YE events, expanding our local offerings to 14 events. We will still need to share resources (ground crew, pilots) for our events, so stay tuned for those opportunities. Thanks to Dustin Davis and Rachael Henderson for organizing all the moving parts behind the scenes for these events to make a good experience for everyone involved.

Young Eagles is just one area where we are working to introduce youth to aviation. Wayne Aldrich heads up our STEM and Ray Aviation Scholarship programs, working with a number of local schools and agencies to find ways to get in front of our youth and discuss aviation. He has presented aviation aerodynamics at high school STEM classes and is working with the Bloomington Area Career Center to showcase aviation careers. Watch for a week long aviation event for youth this summer coordinated with Chapter 129, the Children's Discovery Museum, the Prairie Aviation Museum, and CIRA.

Our 129 hangar is getting some needed upgrades with new lighting, roof, bathroom plumbing and insulation repairs, and the addition of Starlink internet service. All needed to support our monthly gatherings, speakers and our VMC and IMC Club activities. Thanks to all who pitched in and helped get this work done.

We continue to work on our web site, roster management and mail system to improve our messaging to our membership and the community. Kirk Sampson has taken the lead on this challenging activity and making good progress by bringing in new ideas and tools

that we non-IT mortals cannot comprehend.

Our VMC and IMC Club meetings have exceeded my expectations considering we are just getting started with these programs. EAA provides us with excellent materials to work with and our club meeting leaders/facilitators have developed great presentation materials for these discussions. Thanks to Bill, Doug, John and Jay for organizing these events. Attendance has been great and the discussions and interactions of those attending have been insightful. Whether student or professional pilot, this is a great venue for learning and staying current.

Looking ahead, we have a good lineup of speakers and programs started for our monthly gatherings and are looking into some fly-in and fly-out events for the summer. This is shaping up to be a good year thanks to our many volunteers who roll up their sleeves to get all of this work done.

~ Charlie



Wanted

Do you have an aviation story to share? Send your pictures, stories, events, travel adventures, builder updates for our next issue of **The Flypaper**.

Email them to: cmbates50@gmail.com



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

FAA Safety Team
Safer Skies Through Education



FAA
Aviation Safety

"Pro Tips for Maintenance - Aircraft Records For The Pilot and Mechanic"

Topic: Learn About Federal Aviation Administration Maintenance Logbook Requirements

On Wednesday, March 20, 2024 at 19:00 Central Daylight Time

Select Number: GL15125797

Description: Troy will discuss FAA maintenance paperwork requirements including records, alterations, field approvals, STC's and other required documentation. Learn what is required to keep your maintenance records up to date and legal.

To view further details and registration information for this webinar, [click here](#).

The following credit(s) are available for the WINGS/AMT Programs:

AMT: 1.00

Basic Knowledge 3 - 1 Credit

The FAA has selected a list of videos for pilots and aircraft maintainers on Youtube. Click the icon below or go to youtube.com and search for FAA.



Answers to STALL questions Page 13

- 1) c - Any point beyond the critical angle of attack is where a stall occurs and the coefficient of lift rapidly drops.
- 2) c - The airfoil will always stall at the same angle of attack.
- 3) a - In the attempt to bring the nose up too soon after the initial recovery of a stall, you can stall the aircraft a second time, known as a secondary stall.
- 4) d - Wing contamination, especially on the leading edge, can disrupt airflow earlier than normal causing the aircraft to stall at an angle of attack much lower than critical. Also, excess weight on the aircraft will increase the speed at which the stall occurs.
- 5) c - A stall with yaw will cause the airplane to enter a spin. There are 4 phases. Entry, incipient, fully developed and recovery.



Webinars, Podcasts, Videos!

Keep in touch with what is happening each month with the Chapter Video Magazine. Charlie Becker and Jack Pelton discuss current events and activities at HQ.



What You Can Expect

In this month's Chapter Video Magazine:

- 1.) Jan 2024 70th Anniversary of First Chapter
- 2.) Homebuilders Week Review
- 3.) Young Eagle Software 2.0
- 4.) EAA Membership Profile Updates and a prize
- 5.) EAA Sun n Fun Corn Roast
- 6.) Airventure

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



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. It's cold out; a great time to sit back and hear some great flying stories!



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!



Be sure to check out the February/March edition of Midwest Flyer Magazine

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

EAA Chapter 129

2024 Calendar of Events

March 2 - IMC Club 0900
March 16 - VMC Club 0900
March 21 - 129 Monthly Gathering 1800
April 6 - IMC Club 0900
April 9 to 14 - Sun n Fun
April 18 - 129 Monthly Gathering 1800
April 20 - VMC Club 0900
April 20 - YE Rally - Pontiac
May 4 - IMC Club 0900
May 16 - 129 Monthly Gathering 1800
May 18 - VMC Club 0900
May 18 - YE Rally Bloomington
June 1 - IMC Club 0900
June 15 - VMC Club 0900
June 15 - YE Rally Lincoln
June 20 - 129 Monthly Gathering
July 6 - IMC Club 0900
August 17 - YE Rally Bloomington
Sept 21 - YE Rally TBD
Oct 19 - YE Rally Bloomington
Every Saturday 7 to 9 AM - Gathering of Eagles
at EAA Chapter 129 hangar F-15



Join us at the EAA Chapter 129 hangar for our Gathering of Eagles breakfasts **Saturday mornings 7:00 am to 9:00 am** for some great food and some hangar flying at its best.



EAA Chapter 129

Charlie Bates-President, Treas
Jason Jording-VP
Doug Reeves -Secretary
Dustin Davis - YE Coordinator
Wayne Aldrich - STEM Coordinator
George Wilts-Tech. Counselor
Kirk Sampson - Media & Web Editor
Bill Thacker - Advisor
Newsletter Editor - Charlie Bates
Web - <https://chapters.eaa.org/ea129>
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