

The Flypaper

Promoting Sport Aviation in Central Illinois for More Than 60 Years

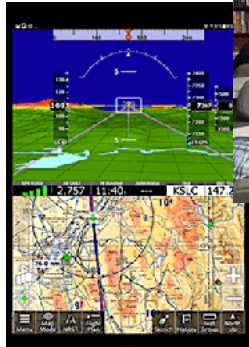


April Chapter Gathering

Our April Chapter 129 gathering featured burgers and brats from the grill courtesy of chef Paul Krueger and a variety of dishes provided by members.

Our program was provided by Walter Boyd and his wife Juanita, founders of Adventure Flying and their Electronic Flight Bag product, the iFlyEFB. Walter walked through his product's features, marketed as 'much more than just a simple GPS navigation tool - it has significant safety features, documents such as approach plates, synthetic vision, weather and flight planning, and more.'

First founded in 2008, the iFlyEFB has seen continuous improvements aimed at pilot safety. See more at www.iflyefb.com.

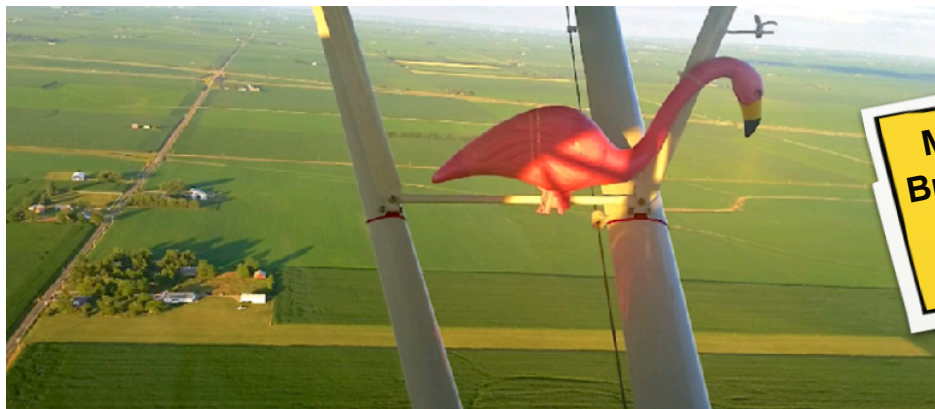


May Gathering Friday, May 19 at Thacker Airport!

Our May Chapter Gathering is at Thacker Airport!

- ★ Drive in or Fly in to 11LL - 25899 E 3000 North Rd, Chenoa IL
- ★ Burgers and Brats at 6:00 pm - Movie at dusk with Popcorn!
- ★ Camping and overnight plane parking available
- ★ Spend the night, stay for our Saturday Pancake and Sausage breakfast 8 to 10:30 am, VMC Club at 11:00 am
- ★ Bring lawn chairs and tie downs

**Event Details
and
RSVP [here](#)**



**Members
Bring a dish
to share
Friday**



Chapter 129 VMC Club - May 20 at 11LL

This month, Chapter 129 will host its monthly VMC Club meeting at Thacker Airport on May 20 at 11:00 a.m. following our pancake breakfast.

Real world scenarios will be presented and discussed to determine the best solution from the conditions presented.

Non-instrument rated pilots who want to improve their proficiency have an excellent resource through EAA's Visual Meteorological Conditions (VMC) Clubs. The purpose of EAA VMC Clubs is to build proficiency when flying under visual flight rule conditions.

EAA VMC Clubs are extensions to local EAA chapters and offer monthly meetings in which pilots can network and share knowledge and experience. The meetings use real-world scenarios to engage members, and allow a free exchange of information that improves awareness and skills. The intent is to create a community of pilots willing to share information, provide recognition, foster communications, promote safety, and build proficiency. Through the EAA VMC club programs, visual flight rule pilots have improved their proficiency, and they love it.



- **May 20 1100 at 11LL**
- Complimentary 6 month EAA memberships available
- Qualifies for FAA WINGS credit!
- Come early for breakfast

May Question of the Month: What are the requirements for pilots' use of supplemental oxygen under Part 91?

We had another great turn-out for our EAA Chapter 129 VMC Club meeting on April 22nd. Three people were able to receive WINGS credit for attending and we signed up two new chapter members! Welcome Jenn and Stacey! Remember to get the WINGS credit you must have a current FAASTEAM account and log-on. If you don't have one it's super easy just go to either the FAASTEAM website or go directly to the wings website at this address (<https://www.faa.gov/wings/quickwingslanding.aspx>) and sign up.

Our QOM and scenario looked at preflight planning and execution. We spent a good amount of time getting to know the FREE FAA briefing site at: 1800wxbrief.com. It is a very robust and handy tool that checks all the boxes for required preflight briefings.



See you on the 19th at the Gathering!

Fly Safe!
Bill



Aviation on-the-go!



Kirk Sampson

my favorite digital aviation content, books and podcasts.

I have loved aviation my entire life. As a child we lived very close to Stapleton International Airport in Denver and I remember my dad parking the green station wagon on a road directly under the flight path right before the planes landed - we were so close we could count rivets and feel the roar of the engines in our chest. In my teenage years I found whatever I could get my hands on to read and the birth of cable TV brought the History Channel and documentaries on planes. Roll the calendar forward another decade and we have immediate access to information on the internet, smartphones, and the endless



outlets for people to share content. The aviation content is amazing - but there is a lot of it and you may have wondered "where do I start?"

While I love all the "aviation in my pocket" there is no replacement for sitting down at breakfast Saturday morning to hear about someone's flight or progress on their project, standing at the fence watching planes takeoff, walking through an aviation museum, or sharing a flight.

In this monthly column I will share some of my favorite digital content, books, and apps that I hope you will find useful. If you run across something you think the rest of the chapter might enjoy please send me a note and I will include it. Some of you may be new to podcasts or the other content that is available online. you would like a little 1-1 coaching come join us for breakfast or a chapter event.

Kirk Sampson
(kirksampson@me.com)

This month I am going to highlight EAA's fantastic podcast - The Green Dot. The first episode was aired in March of 2017 and since then there has been two episodes a month. Each episode is between 45 minutes to an hour long where the hosts interview

a variety of guests that have included likes of Jack Pelton, astronauts, builders, manufacturers, FAA officials, doctors, pilots, and historians from all types of aviation. These interviews aren't structured and the guests are allowed to share their story in a way that is comfortable for them. The production quality is outstanding and most of the time I don't want the episode to



end.

For iPhone users I recommend using Apple's Podcast app and for Android users the Google Podcast app. These apps are loaded on your phone when you first get it. Listening and downloading podcasts are free. If you like the podcast find the "subscribe" button and you will be able to receive notifications when the next podcast is released.

If you prefer you can go to the EAA website at <https://inspire.eaa.org/eaas-green-dot-podcast/> and listen to any of the podcasts on your computer.



Sun N Fun 2023: Our First Journey to Aviation's Season Opener



I can recall countless conversations with pilots who have told me they have never been to AirVenture. "Ever gone up to Oshkosh?" I'd ask. "No, still haven't done that one" or "Been meaning to take the kids for years and just haven't made it happen yet" are common themes. It's understandable, of course. Most of us know that the annual pilgrimage can always be quite an undertaking. That being said, I always mention that anyone who is truly passionate about flying simply has to go at least once. I was lucky enough to meet my wife there. Shortly after we started dating, we made a list of a dozen or so aviation events around the world that we wanted to attend together. Farnborough, Paris, Valdez STOL Competition, and the Reno Air Races (running out of time on that one) are just a few. Back in February, I realized that we still hadn't knocked out Sun 'n' Fun! Since its fly-in inception in 1974, SNF has become another one of those aviation pilgrimages that passionate flyers *just gotta do!* Luckily, both my wife Jessica's and my schedule gave us about a 4-day window to get it done this year and we set a plan to head south. We flew standby out of Newark to Tampa on Wednesday and grabbed a rideshare to Lakeland where we

met up with Jessica's parents, Bill & Janis Thacker, who were camping out in their Volkswagen Rialta AKA: *Gladys*.

I have always wanted to fly myself into SNF like we do every year at AirVenture. Something doesn't feel quite right about arriving by car to a large-scale fly-in, but a flight from Illinois to Florida in Spring is a bit more of a handful than our annual hop to Wisconsin. In the Cub, it's a couple days of flying just to get there. Weather across the southeastern U.S. at the beginning of the spring season is often unpredictable, too. An unlimited supply of moisture from the Gulf of Mexico and a spiteful amount of solar heating can make for some powerful weather at any time of day, not to mention convergence storms over the inland portion of Florida. Granted, the summer is far more treacherous. Still, I am sure I'll fly to SNF at some point when my schedule is just as flexible as the forecast.

Bill and Janis picked a good spot in the RV Camping area. It was a front-row seat right at the fence



and nearly abeam the touchdown zone for Runway 10. We had a virtually unobstructed view of the flying action and the spot even came with a built-in alarm clock courtesy of Amazon Prime. Each morning at about 6:00 AM, we were not-so-gently awoken by a series of

four departures from the Amazon Air Gateway. A combination of 737 and 767 freighters setting takeoff thrust about 200 yards from us is difficult to ignore. While a little harsh at the early hour, it still makes me smile to hear the roar! I used to fly the PrimeAir 737s out of Lakeland, myself. With only around 400 pilots at that operator, I'm sure I knew some of the folks that were providing my daily wakeup call.

The Blue Angels were part of the show at SNF this year. They arrived in their famous Delta



formation and performed a carrier break landing. The following day, they conducted a series of low and medium level flybys to scout the show site and pick out landmarks for reference during their performance. Their regular performances required an expanded safety area, which meant that our campsite was off-limits to us beginning around 3:00 PM each day.

This was not a big issue as we were typically over at the circle by then. The Blues were awesome, as usual! I have seen their performance dozens of times over the last thirty years, but this was the first time I had seen it with their new-to-them F/A-18E Super Hornets.

~See Sun N Fun Page 9



Honor Flights - Supporting our American Legion

EAA Chapter 129 and Crosswinds Flying Club pilots provide military salutes to deceased veterans.

For the past two and a half years, members of EAA Chapter 129 and Crosswinds Flying Club have assisted American Legion Post 635 with military burial rites for local veterans. Recruited by Post 635 Honor Guard member Butch Ekstam, pilots from both organizations and friends of members have provided flyovers at over twenty-five veteran's burial and memorial services.

The original request was to honor a former air traffic controller from the Bloomington area. Each flyover provided a moving tribute to the veteran's family and became a requested part of the post's Honor Guard service.



Focusing on flight safety, our pilots called on retired Marine pilot John Rettick to help them with the process of preflight briefing, timing the flyover pass, maintaining safe flight procedures and finally a detailed debriefing. All flights are restricted to VFR conditions and single file flight profiles.



When a flyover is requested, members are contacted about their availability to participate. As few as a single plane or as many as six planes have participated depending upon availability.

Before each flight, our pilots meet to plan each detail of the flight beginning with the time for engine start, radio check-ins, engine runups, call for taxi clearance, take off clearance, holding location and duration and finally "time over the target." The preflight usually lasts 45 minutes to one hour before the engine starts.



The air traffic control tower is notified in advance of our flight giving the number and call signs of the group, usually "Honor Flight." Working with the tower controller allows the group to depart as a "flight of as many aircraft as assembled." Once airborne, a holding pattern is established away from the service site to await the proper "time over the target" arrival. Wind speed and direction, distance from the service, and the airspeed of the flight all affect departure from the hold time. Once in route to and over the service, each pilot calls "over the target" so each member has a clear understanding of each aircraft's position. The flight pattern



consists of a pass from north to south, followed by a 270-degree left turn and a second pass over the service departing to the west. The west departure is a military recognition of the passing of a veteran.

Once the passes are complete, each aircraft separates and returns to the airport for landing, calling the control tower for landing clearance.

Once back at the aircraft hangers, a debriefing meeting is called. Each pilot is given the opportunity to critique the flight from start up to landing. Issues of safety, uniformity of procedure, unexpected issues are each discussed and any suggestions for improvement are shared.



~ See Legion Page 9

4 Rules-Of-Thumb For Summer Flying

It's not summer yet, but the temps are heating up. Here are 4 great rules-of-thumb to use on the hot days ahead of you. *~from The Boldmethod*

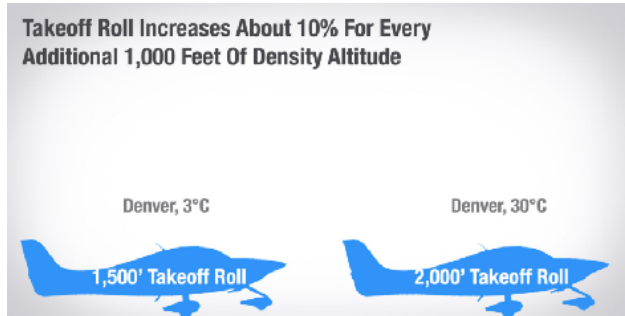
- 1) Stay a minimum of 5 miles from storms, and up to 20 miles if you can.



Flying closer than 5 miles from visible overhanging areas in storm clouds puts you at risk of flying through hail and severe turbulence. That's not good for your plane, or your passengers.

In some cases, aircraft have encountered hail, severe wind shear, and severe turbulence up to 20 miles from storms. When in doubt, keep your distance.

- 2) Takeoff roll increases about 10% for every additional 1,000 feet of density altitude



On hot days, you get **high density altitude** and decreased performance.

For most normally-aspirated GA airplanes, you'll add about 10% of takeoff roll for every 1,000' of DA.

For example, if your airport's density altitude on a hot day is 3,200' over field elevation, you'll increase your takeoff roll by about 32% over an ISA day.

So if you have a 1,500' takeoff roll on an ISA day, you'll increase that roll to almost 2,000'.

- 3) Use The 50/70 Rule For Your Next Takeoff



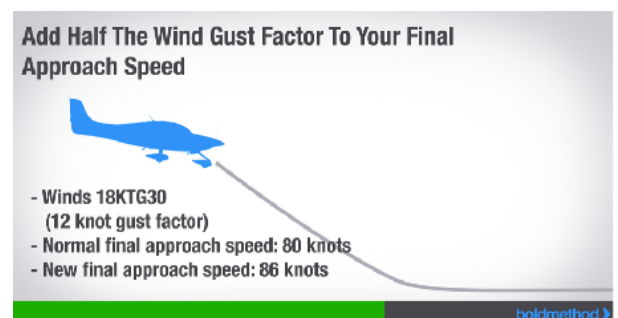
First, calculate 70% of your takeoff (rotation) speed. Next, find the 50% point on your runway.

If you haven't reached 70% of your takeoff speed by the time you've reached 50% of the length of the runway, you should reject your takeoff.

[Read more about the 50/70 rule and why you should use it here.](#)

- 4) Add Half The Gust Factor On Windy Day Landings

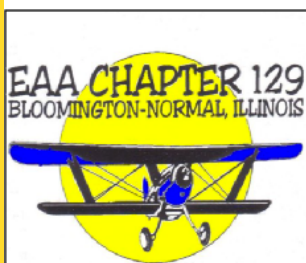
When you're dealing with a **gusty day**, the FAA recommends



that you add half the gust factor to your final approach speed to give yourself safe padding from a stall.

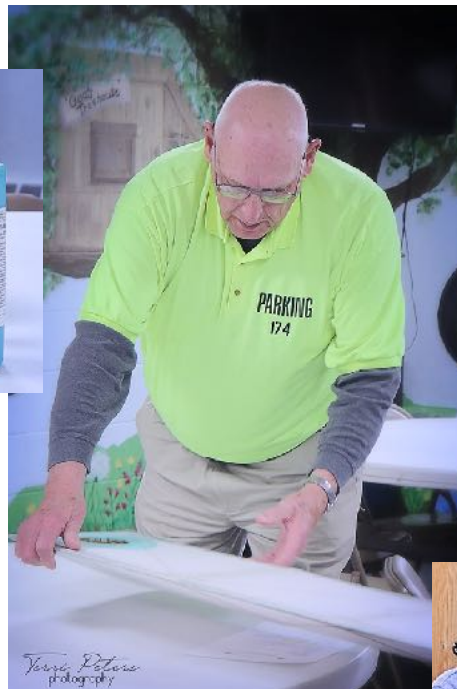
For example, if the winds are reported at 18 knots, gusting to 30 knots, it means you have a gust factor of 12 knots ($30 - 18 = 12$). So if you take half the gust factor, you get 6 knots ($12 / 2 = 6$).

Article courtesy of Boldmethod - www.boldmethod.com



Builder Update - Jim Hazen's Legal Eagle XL

The warmer weather has Jim back in the shop working on his Legal Eagle XL as the 25th anniversary of his Milholland design takes shape. Both wings are nearly finished, floorboards are being cut and installed. Installation of the wheels makes it easy to move the frame around to make room for wing covering.



Jim recently spoke at the Gibson City Lions Club meeting to present his Legal Eagle XL homebuilt project.



From the Ford County Chronicle:

Program Chair Lion Chris Thorp introduced us to Jim Hazen who is building his own Ultra-Light Airplane. Mr. Hazen brought with him many of the materials he is using to build his airplane as well as some of the nearly finished parts. Needless to say, there were A lot of questions for Mr. Hazen from intrigued Lions Club Members while of course wishing him Good Luck on his project.



Young Eagles 2023



Dustin Davis
Young Eagles Coordinator

Our April Young Eagle Rally at BMI was a great success. The April rally was extended to four hours to accommodate the high registration numbers. Thanks to 8 volunteer pilots and over 20 ground crew volunteers, 65 kids got to fly, and 42 took their first airplane ride!

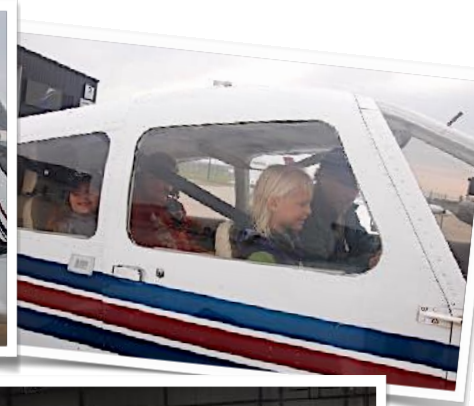
Note - Due to a shortage of planes and pilots for the May 20th Rally in Champaign, we rescheduled for the following week, May 27th. We have 6 pilots confirmed and if you are available to assist either as a pilot or ground crew, please complete the Volunteer Survey that was emailed to all. You can access the form at:

<https://docs.google.com/forms/d/e/1FAIpQLSc8jIZwTmPSHwfbUqp4nWD4wWkbla6fD4Dp6UjGajYLuhx0ig/viewform>

Once again, a HUGE THANK YOU to all who support our Young Eagle events!

~Dustin

1. Reserve an aircraft if applicable
2. Update your profile at YEday.org for both ground crew and pilots
3. Check that your youth protection and background check are still current (valid for 3 years; required for pilots and encouraged for ground crew)
4. Current to take passengers
5. Have aircraft passenger liability insurance for the aircraft used (owned, rented, or borrowed) with \$100,000 per seat coverage.



May 27 - YE Rally Champaign
June 17 - YE Rally Champaign
July 15 - YE Rally Bloomington
August 5 - YE Rally Rantoul
August 26 - YE Rally Mattoon



~Sun N Fun from Page 4

They had been flying the legacy Hornets from 1986 until the recent switch in 2020. The Super Hornets are much larger and louder, and the precision with which the team flies them is just as impressive as always!

There was one big surprise at SNF. The air show had ended for the day and, as I walked along, I heard a jet taxiing. I looked through the nearby fence and saw that it was the MiG-23 Flogger I had seen parked in the display area earlier that day. I was blown away! I thought that it was a museum piece and had no idea that it was airworthy. I



immediately went for the fence. MiG-23s were introduced in 1970 and were one of the earliest examples of a variable-geometry wing design, otherwise known as a "swing-wing." Today, they are only operated by a handful of third-world

countries, but the Russian Air Force still uses the MiG-27, an improved version. The MiG blasted down the runway and conducted a series of flybys. It lit the afterburner midway through each pass, which was really cool because those early afterburners light up with a sudden pop that you don't hear with modern ones. There is still an F-100 Super Sabre flying out there that makes a similar sound. The MiG came around for a landing and parachute-assisted rollout. How cool! I later found out that the owner/pilot is Dan Filer, a coworker of ours at United Airlines who flies the Airbus out of Houston. I bet I know which airplane he has more fun flying.

Another big deal for us at SNF was spending time with our good friend, Carly. A dear friend and another one of our Oshkosh crowd, Carly has been my hero ever since she began her arduous fight against bone cancer a few years ago. At the time of her diagnosis, she was a regional airline pilot and steaming along on her way to becoming a Delta pilot like her dad. She fought some very poor odds with an inspiring ferocity

and has been cancer-free for well over a year. Her main challenge is now the physical rehabilitation that will be required to get back to flying status. She has many champions fighting for her, including Delta Air Lines who hired her as an Airbus instructor at their ground training facility in Atlanta. It will be an incredible day when she finally flies a jet again, and we can't wait!

I have to say that it's hard to write an aviation article and keep it just about the airplanes. To be honest, I don't think I so much as touched an airplane the entire trip, save for the 737 I sat on to get there. Just like AirVenture, Sun 'N' Fun is much more than an aviation event. It is yet another example of how aviation brings great people together. The thrill and freedom of flight and the passion we all possess in sharing it are powerfully attractive forces. It comes as no surprise to me that one big fly-in a year just doesn't cut it! If you have never been, make the trip to Lakeland for aviation's annual season opener. I'll see you there!

~Story by Josh Fisher



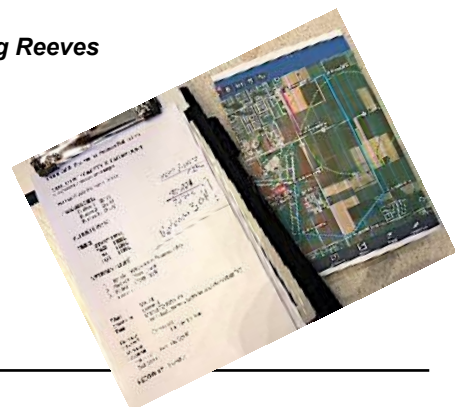
~ From Legion Page 5

EAA Chapter 129 members who have flown with the Honor flights are Charlie Bates, Paul Krueger, Doug Reeves, and John Rettick. Friends of members who have flown are John Hodgson, David Burroughs, and Cary Hardin. Members who have served as spotters are Wayne Aldrich, Kirk Sampson Wade Thweat and Matthew Gullixon.

member of the Honor Flight team as we plan, coordinate, and safely execute each memorial flyover.

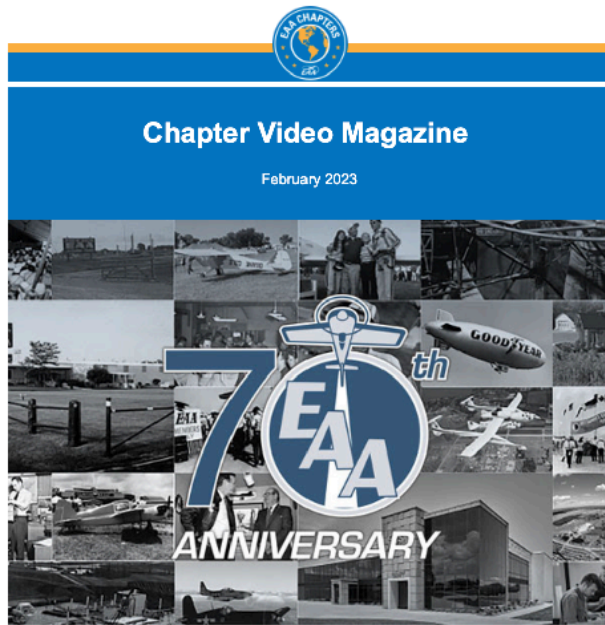
The American Legion Post 635 Honor Guard has recognized our group as the American Legion Post 635 Air Force.

~Story by Doug Reeves



It has been a great honor to be part of the recognition of veterans and their families for their service to our country. It has been a tremendous learning experience for each

Webinars, Podcasts, Videos!



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

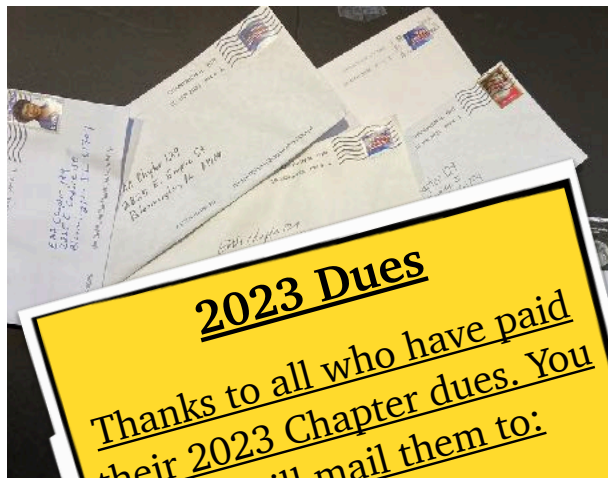


Click here to access EAA Webinars



Be sure to check out the April/May edition of
Midwest Flyer Magazine

Click here for link to website!



2023 Dues

Thanks to all who have paid
their 2023 Chapter dues. You
can still mail them to:

EAA Chapter 129
2825 E Empire St
Bloomington, IL 61704

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

EAA CHAPTER 129
BLOOMINGTON-NORMAL, ILLINOIS



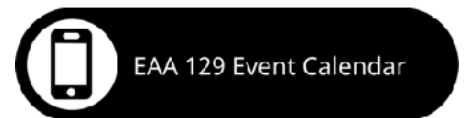
2023 Calendar of Events

May 19 - Chapter 129 Monthly Gathering
Thacker Airport - 6:00 pm
May 20 - Chapter Pancake and Sauce breakfast
- Chapter 129 VMC Meeting
May 27 - YE Rally Champaign
June 15- Chapter 129 Monthly Gathering
June 17 - YE Rally Champaign
- Chapter 129 VMC Meeting 0930
July 15 - YE Rally Bloomington
July 20 - Chapter 129 Monthly Gathering
July 24 to July 30 - AirVenture
August 5 - YE Rally Rantoul
August 17 - Chapter 129 Monthly Gathering
August 26 - YE Rally Mattoon
September 21 - Chapter 129 Monthly Gathering
October 19 - Chapter 129 Monthly Gathering

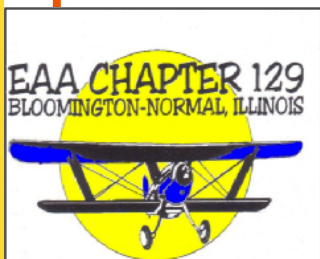
Every Saturday 7 to 9 AM - Gathering of Eagles at EAA
Chapter 129 hangar F-15



- **May 20 - 1100**
- **Thacker Airport**
- Complimentary 6 month EAA memberships available
- Qualifies for FAA WINGS credit!



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.



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