

The Flypaper

Promoting Sport Aviation in Central Illinois for More Than 60 Years



January Chapter Gathering 1/18

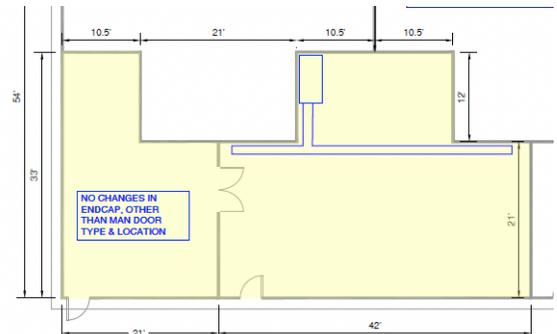
~Doug Reeves

On Thursday, January 18 EAA Chapter 129 held its monthly gathering. There were 30 members and guests in attendance who enjoyed a shared chili dinner beginning at 6:00. President Charlie Bates called the membership meeting to order at 7:00.

Awards of recognition were given to members for their contribution to Chapter 129 in 2023. Each member recognized was given an EAA certificate of achievement. (See Awards Page 2)

Following the awards presentation a program was presented explaining the new general aviation hanger and ramp area currently under construction at CIRA. A report of the meeting with GM Carl Olsen and Derik Snyder on January 17, where requested additions to CIRAs basic plan was discussed, was shared. President Charlie Bates and secretary Doug Reeves delivered the list of additional items where they were explained and the importance of each noted. Detailed diagrams were shown offering several proposed

hanger options available to Chapter 129. An end cap, heated/air conditioned office space will be offered to EAA at a cost of \$1 per year with an attached insulated and heated hanger. EAA 129 would be



Proposed space for Chapter 129 hangar at the BMI GA Campus

responsible for utilities for the unit. A discussion followed reviewing the two location options for the heated hanger portion of the facility.

Following the extensive discussion, a vote to approve accepting the offered end cap office and heated hanger for EAA Chapter 129 passed by a majority of those attending. ~ See Hangar Page 2

February Chapter Gathering 2/15

Our February Chapter 129 Gathering will be Thursday, Feb 15 and will feature member's soups. 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 speaker at 7:00 pm will be Jerry Lay, owner/operator of Jerry Lay Aviation, LLC, a helicopter aviation flight and maintenance facility at IS18 in Minonk.



Jerry started flying in the US Army in September 1969 and retired at the rank of Chief Warrant Officer 5 (CW5) as a Master Aviator after 38 years including combat tours in Viet Nam and Iraq flying combat helicopter missions.

Pilot

Recipient of FAA Wright Brothers Master Pilot Award
 Airline Transport Rated Helicopter Pilot
 Certified Flight Instructor-Helicopters
 Certified Instrument Flight Instructor-Helicopters
 Commercial Pilot Single-Engine & Multi-Engine Airplanes
 Instrument rated Pilot Single & Multi-Engine Airplanes
 Licensed FAA Airframe & Powerplant Mechanic
 35 years as a Designated FAA Pilot Examiner to conduct FAA tests in Helicopters for:

- Private, Commercial and Air Transport Certificates
- Flight Instructor Certificate
- Instrument Rating
- Type Rating in BV234/CH47-D Chinook Helicopter

EAA Chapter 129 - 2023 Service Awards

~ From Awards Page 1

Each year we pause to recognize those who have contributed to our chapter's offerings and growth. We made significant advances in 2023 thanks to the efforts our members. Certificates of achievement were awarded at our January gathering. Thanks for all of your contributions!

Jason Jording, VP for advisor and legal counselor

Doug Reeves, Secretary and VMC co-coordinator who attended the 2023 Leadership Academy, coordinates with PAM, flies YE and Veteran funeral flyovers, assists with preparing IRS documents and insurance policies.

Wayne Aldrich, Ray Aviation Scholarship Coordinator, STEM and youth program coordinator teaching STEM classes at NWHS.

Dustin Davis, Young Eagle Coordinator who streamlined registration and event paperwork and grew the 2023 YE program with over 400 YEs flown.

Davis Family: Miranda, Lacie, Zander who ran YE events

George Wilts, Technical Advisor working with local builders and EAA training tools.

Kirk Sampson, Web master & Social Media coordinator who revised web site, organized social media programs, created a Google account, updated membership rosters, coordinated speakers and provided gathering programs.

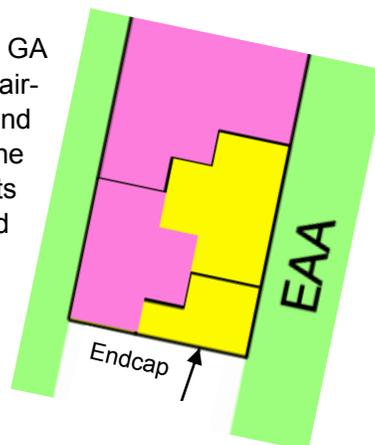
Bill Thacker, VMC Club coordinator & Aviation Promoter. Attended 2023 Leadership Academy, established the VMC club, hosted two monthly gatherings/Fly-in breakfasts at 11LL and participated in planning for Chapter 129.

Jim Visel and Paul Krueger, "Golden Spoon Award" for preparing and serving weekly Gathering of Eagles pancake breakfasts each Saturday and the two Fly-in breakfasts at 11LL, as well as hosting each Saturday's gathering for sharing build information and parts sharing/problem solving.

Charlie Bates, President and inspired chapter leader for his outstanding leadership and inspiration for the Chapter 129 organization and recognized leadership in publishing the monthly chapter Flypaper.

~ From Hangar Page 1

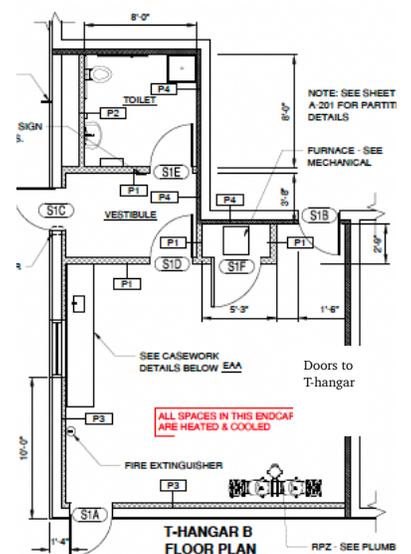
Our Chapter 129 hangar space at the new GA Campus facility will include a heated and air-conditioned 'endcap' space with a restroom and an adjoining T-hangar. The restroom in the endcap space will be available to other tenants on the GA Campus. Occupancy is projected to be Spring, 2025



Proposed hangar and endcap layout for Chapter 129

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Endcap layout for Chapter 129



EAA Chapter Leadership Academy 2024

Bill Thacker, Dustin and Lacie Davis, George Wilts, Jason Jording, Wayne Aldridge, and I attended the EAA Chapter Leadership Academy January 23 - 25. This was an investment of EAA in our chapter and our investment in understanding how we can best serve you. We met chapter leaders from around the country to share ideas and learned about the resources available to support chapters. The staff in Oshkosh is amazing and we are fired up!

At our last gathering many of you shared on post-it notes what you want from our EAA chapter. Every note had a common theme - community.

A few of my significant takeaways.

- **Fun and Meaningful Activities** - the post-it note idea was just the beginning! We are inviting members to help schedule, organize and hold events.
- **New/Renew Membership** - You will see a lot of focus on welcoming new people interested in aviation and engaging members we haven't seen in awhile. Wear those badges!
- **Awareness/Communication** - Our website and outgoing communications will get a facelift so you all can stay on top of opportunities easier.
- **Leadership** - all are welcome to lead in the chapter. It could be as simple as being on point to welcome people new to a gathering, organizing a fly out, or serving on the board. We will be refreshing our by-laws, voting on board members, and most importantly focusing support for all the fun and awesome things we will accomplish.

~ Kirk Sampson



Chapter 129 Leaders attending the 2024 Leadership Academy at EAA HQ. The conference included an evening at the EAA Aviation Museum





Milestones

Chapter 129 members achieving their goals in aviation



Collin Sampson, Senior at University High, passed his PPL written test!



Dustin Davis received his Advanced Ground Instructor Certificate



Yep, it is that time of year again!

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 **March 2 at 0900**



Our next VMC Club meeting will be **February 17 at 0900**

March IMC Question of the Month: You are flying an instrument approach to a runway where the crosswind component is 20 knots. This runway is preferred due to the instrument approach available and the current low ceiling conditions. The airplane you're flying has a published demonstrated crosswind capability of 17 knots. Is it legal to use this runway, or are you operating outside the limitations for the aircraft?

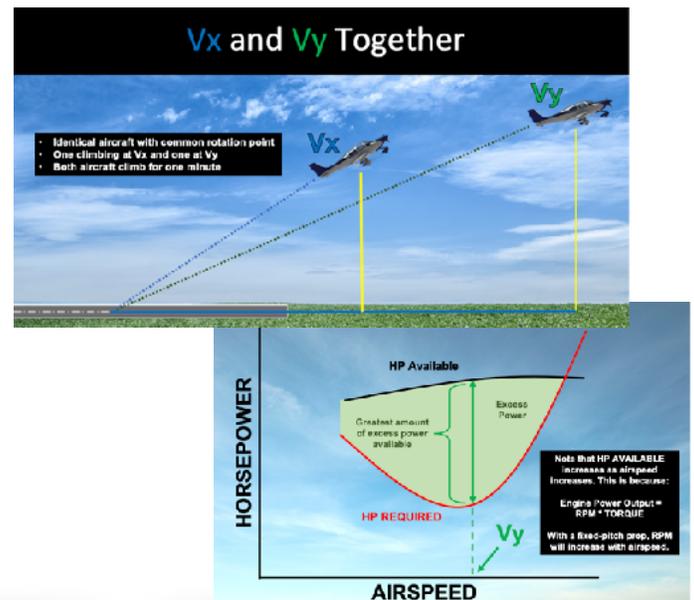
VMC Question of the Month: Question: What is the difference between three- and four-digit identifiers for military training routes (MTRs) charted on a sectional chart?

February IMC Meeting



Our inaugural IMC meeting in February brought out a good crowd and featured a great topic and scenario of a fuel leak, weather and decision making. What would you do? Thanks to John Rettick and Jay Allan for moderating.

Our **January VMC** discussion included a deep dive into V_x and V_y . When to use, how to use, where are the numbers derived from? How is your knowledge base on the subject?



EAA CHAPTER 129
BLOOMINGTON-NORMAL, ILLINOIS



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

What would you do? A personal experience

I really enjoyed our first ever chapter 129 IMC Club meeting. The scenario discussed in the “what would you do?” portion of our meeting was especially interesting to me, as I have experienced nearly the exact same situation.

John recommended I share my story. To review, a pilot is planning an IFR flight from Oshkosh to Boston in a Cessna 172. He pre-flights the aircraft while waiting for his passenger and became distracted on their arrival. With strong storms approaching, they rushed to depart. Shortly after takeoff, the PIC notices a fuel smell and that the left fuel tank indicates significantly lower than expected. The video ends there with a “What would you do” frozen on the screen.

My “I learned about flying from that” moment was very similar. I planned a spring break vacation to Disney several years ago with my family. Jake was five or six and Jess was three or four. Our magic carpet at the time was our family Cessna 195, which we sadly lost in a hangar fire in 2007. Like most days in mid-March, it was IFR conditions most of the way with scattered rain showers along the route but with high enough ceilings. I was perfectly comfortable to launch. I planned to break the roughly six-hour flight in half with a fuel stop in Winder, Georgia. Weather was as forecast and presented no problems on the first leg to Winder. We took the crew car to grab a bite to eat and left the fueling to the lineman. He said he was familiar with 195s, as there were a couple on the field there.

By the time we returned to the airport, a rain shower had moved in. Not bad, but enough for us to rush to the airplane and get going toward the Sunshine state and Disney. With my IFR clearance in hand, we departed. The 195 had a Garmin GNS430 and

a Strike Finder, but it did not have an autopilot. The weather was as forecast and caused me no concern for the flight. Departure and climb were uneventful but after we settled into cruise, I noticed the left fuel gage reading at about one half while the right tank still showed full. The fuel valve was in both and, as expected, the totalizer indicated I had burned about ten gallons. There was no fuel smell and it was raining, so I was unable to see if there was fuel streaming off the high wing. I had to gather information and decide. If the gauge was accurate, it would indicate only 20 gallons remaining in the 40-gallon tank. I was in IMC with light rain, a fuel gage indicating that 20 gallons had been used, and a totalizer telling me that only 10 gallons had been used.

Flying in IMC at 8,000 feet with my family onboard, I had to turn my “What would you do?” into “What am I going to do?” I called ATC with a possible fuel issue and asked for a vector to the nearest airport with services and an ILS approach. They rerouted me to Moultrie, Georgia. In hindsight, it would have been wise to declare an emergency. That being said, ATC recognized the urgency of a fuel-related issue and parted the seas for us into Moultrie. After our uneventful landing, I got my stepstool out of the back of the airplane and found the left fuel cap off and held only to the airplane by the safety chain. We refueled, I personally checked the caps, and we loaded up for Disney once more.

Lessons learned: 1. Always verify the fuel caps are secure, especially in an airplane as finicky as a 195. 2. Just because somebody says they are familiar with something doesn't mean they won't make a mistake. Why leave it to chance? 3. Declare an emergency.

~ *Bill Thacker*



Stewart Systems Aircraft Covering Seminar Road-trip

Dean Olson, Roger Kennell and I drove 7 hours to MC Restorations in Wooster, Ohio, to attend a two and a half day Stewart Systems aircraft covering and painting seminar. The Stewart system is water based from glue to paint and is eco friendly. All products can be cleaned with water. No headaches from fumes or noxious odors.

The seminar was given by Mark Moser. Mark's shop is a builder's dream, complete with a paint booth, work tables and great lighting. The only equipment that you need to supply is a respirator for use in the paint booth. This is a hands-on workshop. Mark's experience and techniques are invaluable as he guided us through the processes. Days zoomed by with lots of work and much light hearted kidding.



Class size was five. Two new Stewart employees rounded out the class. The class started at a leisurely 0830 and went to sixish with a couple of breaks and lunch. In two and a half days, we started with a bare 2 X 1 foot metal frame that simulates a control surface with a 90 degree curve, round edges, square edges and two hinges and ended up with a final painted control surface.

The class covers equipment required, surface preparation, gluing, chafe taping, brace tape, initial covering, shrinking, edge taping, reinforcing tape, stitching, rib taping, shrinking edge tape around curves, how to ensure

“pinked” edges stay down and look good. Once all the covering process was done, Mark demonstrated and guided us through bonding coats, filling coats, priming coats and final painting process. Roger gets the paint booth fashion award for his painter's tape yellow footwear.

Mark works closely with Stewart Systems constantly improving products and processes. For us inexperienced at covering and painting, he gives specific iron temperatures (digital) for different covering steps and paint gun pressures, fan settings and paint volumes. Mark goes a long way in relieving the anxiety of the unknown. With practice anyone can cover their airplane with a very nice outcome.

Mark is currently covering 1947 Ercoupe wings and used one in the seminar as reference. After giving us a technique for perfect straight lines with fine line tape, Dean said, “That information is worth \$200!” The course cost was \$500.00 and is worth every penny.

Mark offered that he is available for technical help and he can get a 5% to 7% discount on Stewart Systems products. His number (Mark Moser) is 1(330)464-2112.

~ Submitted by John Rettick



Young Eagles 2024



Dustin Davis Young Eagles Coordinator

Hi Flyin Friends,

We are excited for our 2024 Young Eagle Rallies 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.

For the past few years we have had one coordinator for both Chapter 129 and 29 events and shared back and forth event locations. This year we are changing it up a bit. I will continue as coordinator for Bloomington Chapter 129. Chapter 29 has two new coordinators for their events. Both chapters plan to have monthly rallies so there is opportunity for double the fun.

The plan for Bloomington Chapter 129 is to have our rallies on the 3rd Saturday of each month, coordinating with Prairie Aviation Museum's open cockpit days. We plan to start in April and go through October, except for July. We will skip July as many will be heading to Oshkosh. We also plan to hold at least one of our six events at a different location. Pontiac is excited for us to have a pancake breakfast and Young Eagle Rally at their airport. The month will be announced once it is confirmed.

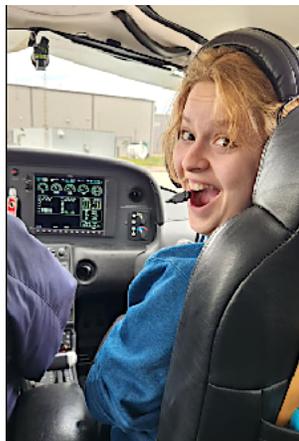
It sounds like Champaign Chapter 29 will be doing the 2nd Saturday of every month and will be doing events in Mattoon and Champaign. Due to both chapters having monthly events we may not see as much cross chapter pilot support. With that being recognized, we are calling for more local pilot help. If 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

P.S. Again, please TEXT ME 309-532-8180 if you can volunteer!



Retired Pilots and Sailors

Monday night I met a foursome of “old pilots” while we all partied on the infamous “Willy T” in the British Virgin Islands. One guy had a pilots shirt on with 5 stripes on his epplips. I commented that he must be a “REAL PILOT”. He laughed and said retired United Airlines. I asked if he knew Bill Thacker. Of course he said! I told him Bill’s a good friend and we fly together.

He brought his other 3 partners over and introduced them, retired United and Fed Ex pilots. All 4 are U of I grads who flew in the Illinois Air National Guard at Springfield flying F-4s and F-16s. I asked if they knew John Rettick. Yes the flew together. Then it went on to David Burroughs and David Pfister. They were having a roudy great time and we shared stories about our common friends. The proudly were placing unit stickers on the walls of the Willy T and had two very rowdy group chants that they asked me to introduce. John Rettick could probably recite them for us.

They make the yearly sailing week, together with their wives, to the BVIs.

They were absolutely the greatest group of fun loving guys anyone could ever meet and what are the chances I’d ever meet them?

Great travel experiences!

Doug Reeves



Bill Sizemore, Willy Saloga, Jim Reinny, Trooper Salidino



[New LED hangar lights!](#)

With nearly half of our lights either out or flickering, we put out a donation jar at our January EAA Chapter 129 gathering to raise money for new lights to replace our failing fluorescents. Before the evening was done we raised enough to replace all of them with low power, very bright, long-life LED replacements. Thanks to all who donated and thanks to Doug Reeves and Charlie Bates for procuring and installing the new fixtures.



Some of the old fluorescent fixtures are still functioning if someone wants to come get them. Contact Charlie Bates if interested before they go to the dump.



Civil Air Patrol - Cadet Program

Bloomington, IL (30 December 2023)
Ross Peterson

In June of 2011, just before I turned 13, I joined the Civil Air Patrol (CAP) cadet program. I joined because of my passion and love for aviation. Since my first flight at 5 years old, I had wanted nothing more than to become a pilot and CAP had flight opportunities. As a cadet I participated in 4 powered aircraft orientation flights and 1 glider orientation flight. These experiences were one of the best parts of the program to me and I always wanted to have the opportunity to give back and conduct orientation flights as a pilot. Over the New Year, I was able to complete that goal. On the 30th of December and 1st of January we were able to conduct 8 orientation flights for cadets in the McLean County Composite Squadron. This program, completely funded by the United States Air Force, allows cadets the opportunity to fly aircraft under the supervision of a qualified pilot. For more than half of these teens, it was their first flight in a general aviation aircraft.

The flights, conducted with two cadets at a time, were staggered throughout the day and lasted about an hour each. The cadets completed a preflight activity with their pilot, consisting of airport sign and marking identification, windsocks, weather affecting flight, and airport layout. The cadets were then able to assist in the preflight inspection of the airplane before loading in and departing. After departure, the flights tracked southwest toward Logan County Airport (KAAA). Above 1000' AGL, the cadets are given the



chance to control the aircraft and learn basic turns, climbs, and descents. The flights would then land at KAAA and have the cadets switch seats, allowing the cadet in the back to have the front seat for the return flight. The flights then departed and returned to Central Illinois Regional Airport (KBMI) conducting a similar flight on the return.



The goal of the Cadet Orientation Flight Program is to help America continue its aerospace supremacy by using cadet flight experiences to increase cadets' comprehension of and enthusiasm for STEM

topics. The program's motto describes what cadet flying is all about: "Safe, Fun, Educational."

Orientation flights are a capstone event in the cadet's overall aerospace experience. Cadet aerospace includes at least three major components.

~ See Cadets Page 11



Civil Air Patrol - Cadet Program

~ From Cadets Page 10

First, cadets learn about aviation basics by studying the Aerospace Dimensions modules and completing achievement tests to advance through the overall CAP Cadet Program. Second, local aerospace education officers enrich this learning through experiential activities where cadets use CAP Stem Kits and Aerospace Education Excellence activity guides. And finally, orientation flights place cadets in the cockpit, where the aviation fundamentals they learned about through their textbooks and classroom activities come to life in an exciting way.

Orientation flights are educational but not conducted as formal flight training. Still, for those cadets who choose to enter formal flight training, their positive experiences with orientation flights should make them that much more prepared for success.

CAP's Cadet Program is open to youth aged 12 through 18. Additionally, there are volunteer opportunities for adults, pilots and non-pilots alike.

About Civil Air Patrol

Founded in 1941 and established as the official civilian auxiliary of the U.S. Air Force seven years later, Civil Air Patrol is chartered by Congress as a



nonprofit organization for the purposes of youth development, aerospace education, and to promote general aviation. In an auxiliary role as a Total Force partner of the Air Force, CAP operates the world's largest fleet of single-engine aircraft for search and rescue, disaster relief, training, and education. Civil Air Patrol is dedicated to serving America's communities, saving lives, and shaping futures.

Visit CAP.news or GoCivilAirPatrol.com for more information. Follow us on Twitter, Facebook, Instagram, LinkedIn, and YouTube.



Where are they now – Chapter 129 members on the move

Spotlight: Dan Johnson

One year ago, Dan got a call from an old Marine buddy about a job opportunity working on firefighting aircraft. He soon found himself in Thermal, California, a place that lives up to its name where summer high temperatures can exceed 120 degrees. This is the maintenance center for Coulson Aviation where they refurbish airplanes and outfit them for firefighting.

The Coulson fleet consists of Chinook CH-47s, Blackhawk UH-60s, 737s, C130J Hercules, Sikorsky S-61s and S-76s, Bell 412s, Challenger 600s, Cessna Citations and Martin Mars aircraft. Coulson Aviation performs all of the modifications to convert planes into FireLiner tankers. The planes are primarily contracted out to the US Forest Service and stationed at sites around the US, Canada and Australia. Coulson provides planes, pilots and maintenance crews for each site who work three weeks on and three weeks off. In the winter months the planes return to Thermal for annual maintenance.

Dan is primarily assigned to work with the C130J fleet. I reached him at his current assignment at Port Alberni, Canada on Vancouver Island with his C130 crew. His assignments have taken him to Coeur d'Alene, ID, Chester, CA, Chino, CA, Sacramento, CA, Boise, ID, Mazola, MT and others, including stints in Tucson, AZ where they pull planes out of the boneyard to refurbish them into FireLiners.

I asked Dan what was the favorite part of his job – *'Working on airplanes.'*



Say, Can I Borrow Your Emergency Really Quick?

~ Story by Josh Fisher

The airline pilot interview room is an interesting place. I've been in three of them, each as the job candidate. There's always a pilot in uniform and a representative from HR. You prepare 100% of your answers for the questions you know they're going to ask: why do you want to work here? Have you ever failed a checkride? Can you brief this approach for me? You spend a lot more time preparing stories for the nearly infinite number of "Can you tell me about a time when..." questions that they *could* ask. Most interview preppers know that you should have at least four stories rehearsed and ready to go. I had my four when I found myself in the room for the third time. We had been talking for many minutes now about my resume and flying history and we had covered the questions I knew they would ask, so now it was on to the toss-ups. The pilot interviewer, a former Blue Angel and decorated Navy Admiral, looked me seriously in the eye and asked, "Tell me about a time when you declared an emergency." I didn't have that story ready to go. In only 3,000 hours of flying, I never had any story-worthy emergencies to talk about. I had to come up with something, because "Sorry, I don't have an answer for that" does not cut it. I paused for a moment and, before panic set in, thought of the time I declared an emergency, but not for myself. It was for another aircraft. I proceeded with an abridged version of the following story.

I was in my second year of flight instructing and was out in the practice area working with an instrument student. Another aircraft, which we will call "Trainer 5," called up on the practice area frequency and announced he was doing chandelles at 5,000 feet MSL (~4,000 feet AGL) over the quarry, just a few miles from my position and 1,000 feet below me. A short time later, he called again in a slightly more panicked voice to indicate his engine was "bucking pretty hard" and that he was losing power. He announced his intentions to head for the Union County Airport

which was 7 NM to the northwest of his position. I was unsure of his decision, mainly because I knew the Delaware Airport was much closer to the quarry (about 2 NM closer, according to the map). I assumed that he made this decision only because Union County was the airport on his nose when he started having trouble. Moments later, he reported a total power loss.

I was immediately worried about his glide range. The Cessna 172 he was flying has a 9:1 glide ratio, which means that a nautical mile of altitude gives you 9 NM miles to run. A nautical mile of altitude is just over 6,000 feet. As a CFI who flies the 172 on a daily basis, I always kept 6,000 feet and 9 miles in my head. At 4,000 AGL, Trainer 5 only had two thirds of that, or 6 NM to fly at best. At the time, I was flying in one of our new airplanes which was equipped with a glass cockpit. I observed the derived wind vector,



which indicated a wind out of the northwest around 15 knots. This was a direct headwind which would reduce his glide distance significantly. I was nearly certain that the combination of his best glide distance and the headwind meant he would end up short. Considering the immediate stress a pilot experiences with an engine failure, I thought he could benefit from an assist.

I had a visual on Trainer 5 just to the north of me. I called him on the radio with my last name so he would recognize me as an instructor. I told him I didn't think he would make Union County. I recommended he turn toward Delaware. He acknowledged and made the turn northeast.

~ See Emergency Page 14



Say, Can I Borrow Your Emergency Really Quick?

~ From Emergency Page 13

The thought was not lost on me that I had used my influence as a CFI to affect the decision-making process on another PIC. It's not always the proper course of action, but I felt very confident in my assessment. I took control of our aircraft from my student and flew alongside and above Trainer 5 on the way to Delaware. I radioed him that he was looking good and told him to just fly the airplane and I would take care of his emergency. I called Columbus Approach and declared the emergency for Trainer 5, giving appropriate details such as the pilot's intentions, and requested emergency services be dispatched to Delaware. Trainer 5 made a perfect, dead-stick landing to runway 10. He exited the runway at the midfield taxiway and managed to use every bit of energy left in his machine to roll onto the ramp and park. I landed behind him, taxied up alongside, got out and congratulated him with a handshake for a job well-done! Also, I figured he might need a ride home.

A local mechanic removed the cowling on the airplane. He then turned to any bystanders who had approached and said, "Does anyone want to see what a crankshaft looks like?" The crankcase had completely cracked open. It was later discovered that a certain serial number range of connecting rod bearings was defective, one of which was installed on this aircraft, and an AD was issued to correct the problem. The local FSDO presented the pilot of the emergency aircraft with the FAA Safety Award for his expert handling of the dead-stick approach, and presented me the same for the assist, calling me a "hero." That was a great ego-building sentiment for a 25-year-old pilot, but I think "hero" is a little too aggressive on my part and more appropriate for the guy that dead-sticked it to the ramp!

So, that was my interview story. I would like to say that, upon completion of my story, the interviewers gave me a standing ovation. That's another thing about the airline

interview room: you get zero feedback. The interviewers pass their recommendations on to a review board and you find out how well you did days later. Evidently my story was a good one because, four days later, I got the job! I am glad my interview reminded me of the Trainer 5 incident. I believe it is a good example of the role we all play in the aviation community. We may all be out flying for different reasons, whether for training, transport, or recreation, but we all have one common goal: safety. A group of people working toward a common goal is often described as a team, and that is really what we are. Next time you



go flying, don't forget that everybody else – the other pilots, your passengers, ATC, maintenance, etc. – is on your team. Be ready to assist them, and be ready to call for the assist when you need it.

The pilot of Trainer 5 was a kid named Robert. After he landed safely, he offered to get me a bottle of Scotch for helping him out. I told him it wasn't necessary and that I was happy to help. Considering his misfortune helped me get my dream job, I think it's *me* that owes *him* that bottle.

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.



Migratory Bird Fly-In

Havana 910
Saturday,
February 24

Hosted by Havana EAA 1420

Pancake breakfast served before
departing airport at 9 a.m. for tour of
area refuges and other sites.
Ground transportation will be provided.

Lunch to follow
Please RSVP

with estimated number of attendees
gopabob53@gmail.com

Thanks to the RAF for supporting Havana 910



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



Ray Scholar Update



On January 30, 2024, Collin Sampson, the 2023 Chapter 129 Ray Scholarship recipient, passed his **written exam!** Collin is on schedule to complete his flight training in July 2024.

The Lightspeed Aviation Foundation partners with the Ray Foundation and donates a free Lightspeed Zulu 3 headset to Ray scholars that complete their first solo flight under the program. Collin was presented his new headset at the January chapter gathering. Keep up the good work, Collin!



Chapter 129 Scholarship Coordinator Wayne Aldrich presents Ray Scholar Collin Sampson with his Lightspeed Zulu 3 ANR headset

Hi! My name is Collin Sampson and I am the 2023 EAA Chapter 129 Ray Aviation Scholar. Through this scholarship I received \$12,000 dollars to put towards my journey in becoming a private pilot. Currently, I am 25 hours in and have completed numerous Cross Countries primarily going to KDPA with my instructor, Julian. I have also passed my written test this past week. I am grateful for all the support I gotten from the chapter and would like to specially thank Wayne Aldrich, my Scholarship coordinator, for helping me along the way! I would also like to thank the Ray Foundation for their support.

Bloomington Area Career Center

8th Grade Career Expo

Chapter 129 will be representing the aviation industry at the Bloomington Area Career Center's 8th Grade Career Expo on February 28th, 2024, from 9:00 a.m. to 2:00 p.m at the interstate Center. The event is expected to attract 1200 students from 12 different schools in McLean and Dewitt Counties. Over 50 area businesses and industries will be represented at the event.

If you are interested in helping staff this event, please contact Wayne Aldrich at waldo26z@yahoo.com or 309-824-2455.



A Tale of Two Airports: McLean County Aviation History – Part II

By Susan Hartzold, Curator of Exhibits for the McLean County Museum of History.

McLean County's Aviation History after 1927 is a tale of two airports—the private airfield north of Normal, known as the Bloomington Airport, owned by Herman Will and managed by the Bloomington Flying Club and the much-discussed municipal airport the City of Bloomington hoped to establish.

In 1928, Illinois had 925 airports completed or under construction and air travel was expanding rapidly. In Bloomington, those with the resources, including many local business owners, purchased their own planes with the intention of flying them or hired a trained pilot. The Pantagraph purchased a Waco biplane, which they named the "Scoop" (a reference to being the first to get a story) and hired Jack Bell to pilot the aircraft. Not long afterwards State Farm President G.E Mecherle purchased a 4-seat Monocoach and hired Art Carnahan to be his pilot.

That fall the airport hosted its first Air Rodeo [promotional graphic 1 sept 1928]. The money raised went towards the construction of a second hangar, and a machine shop for repairing planes. At the time the airport was supported solely by the income produced by the Bloomington Flying Club, which leased the airport. But the group was struggling to make improvements. Aware of Bloomington's desire for a municipal airport, they

made an offer—the city could have the rights to acquire the airport for the nominal sum of \$1,000 per year, while the club would cover all other expenses including the cost for a field manager and service man. Bloomington declined, believing Forman Field to be a better option.



Bloomington Municipal Airport circa 1934
Photo courtesy the McLean County Museum of History

In January 1929 a bill was proposed in the Illinois legislature to allow cities to levy a tax to support the establishment and maintenance of municipal airports. The Bloomington Chamber of Commerce (BCOC), formed a committee to study the costs to build an airport, knowing that if the bill passed it could help. The committee determined that "under the proposed legislation the county could buy a site and equip an airport in five years, after which it would be self-supporting," tax free, and "except for usual repairs on buildings and ground, little upkeep cost would be involved." The bill passed that spring.

Herman Will contracted with the National Airways System (NAS) of Peoria in April 1929. The company replaced the Bloomington Flying club as lessors, and brought in their own management and planes to train flyers.

~ See Airport Page 18



A Tale of Two Airports: McLean County Aviation History – Part II

~ From Airport Page 17

In June the BCOC brought in a specialist who reported that Bloomington was ideally situated, but had poor field conditions, needed longer runways, and general services. A second specialist noted that cities that expanded their fields increased air traffic, which benefited the community as those who arrived by air spent money at the local hotels, eateries, gas stations and more.

In August Major William B. Robertson, president of the Curtiss-Robertson Company of St. Louis, and former resident Maj. W.R. Schroeder, vice president of the Curtiss Flying service, proposed their “vision of a modern airport, the first of its kind in Illinois outside of Chicago,” to an open meeting of the BCOC. They laid out the details of what made a good airport that would bring in the aviators and benefit the community and encouraged movement before it was too late—Bloomington was the first to hear their proposal, but they planned to share their vision with other Illinois cities. They suggested city officials convince local businessmen to back the project, identify an appropriate field closer to Bloomington, and then hire the Curtiss Co. to service the airport. With 40 airports in the United States Curtiss was keen on expanding their interests!

A little over a week later, news arrived that Decatur failed to get the votes for a tax levy to support an airport and further public discussion of a Bloomington municipal airport evaporated.

In September the NSA hosted a two-day air circus drew 6,000 attendees to the

Bloomington Airport. On their third Bloomington site manager, turnout for the circus was 60 percent lower than their July airshow, which drew a whopping 15,000 spectators. Income from the circus, though not reported, was likely also lower. Shortly after the October crash of the stock market and the beginning of the Great



Depression, NAS unexpectedly broke its contract and moved out. Herman Will scrambled to ensure the airport did not shut down and by December had hired a new manager and announced that he would build a much-needed additional hangar and a clubhouse in the spring. With NAS out of the picture, Jack Bell and Art Carnahan established the Carnahan-Bell Aviation School at the airport.

That fall Bloomington garnered national attention when Col. Harry H. Blee, Airports Division Head of the U.S. Department of Commerce remarked in a radio speech, “City officials have consistently refused to study the airport problem, preferring to let private enterprise give Bloomington an adequate airport.”

~ See Airport Page 19



A Tale of Two Airports: McLean County Aviation History – Part II

~ From Airport Page 18

On New Years Eve 1929 the city of Bloomington announced its top goal for 1930 was to obtain the best location for an airport and begin the work of properly equipping it. Fast forward to April when Bloomington city officials were once more admonished for “watchful waiting” by Marshall C. Hoppin, U.S. Department of Commerce airport specialist. He dangled a carrot as well, pointing out that Bloomington was a better midpoint between Chicago and St. Louis than Peoria, and that airmail service would likely move to Bloomington if it had a larger field.

Tragedy struck twice for the Bloomington airport in 1930. In late May, Florence Palmer Davis, a 19-year old Normal mother and aviation enthusiast attempted her first parachute jump. But her chute was ripped from bottom to top when it caught on a tail handle as she jumped from the plane. Three thousand witnesses gathered to see the fete were horrified as “the young woman’s body hurled earthward.” It was the first fatal aviation accident at the airport. Two months later Jack Bell, Bloomington flying instructor and pilot of the Pantagraph’s Scoop, crashed while performing at the dedication program for the new Mattoon airport.

But Bloomington aviation enthusiasts were not deterred. In May 1931 the airport attracted crowds when Owen Tilbury attempted several flights with his homemade high wing monoplane, the Skywayman. Powered with a

four-cylinder motorcycle engine, it never got off the ground.

~ See Airport Page 20

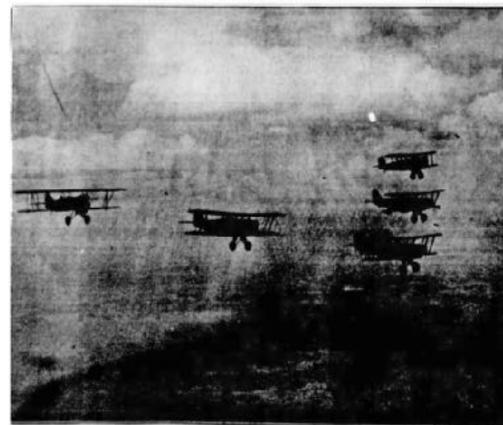


A Gala Day for All Central Illinois
SUNDAY, OCT. 28

**50 Famous Military and Civil Pilots
in Thrilling Air Maneuvers**

Central Illinois Air Derby
and Dedication of the Entirely
New Bloomington Airport

3 Miles East of Bloomington on State Route 9.



Relay Races, Delayed Parachute Jumping, Bombing,
Sky Writing, Aerial Parade, Model Plane Exhibit

Air Program Begins Promptly at 12 O’Clock Noon.

Gov. Henry Horner Will Deliver Dedication Address at 3 p. m.

Transport Pilots Will Carry Passengers From 9 A. M. to 12 Noon and Again After Program
at the Low Rate of \$1.00 per Person. See the Airport and Bloomington From the Air.

Dinner Will Be Served on Grounds by Home Bureau — Good Food, Reasonably Priced.
Hot Coffee, Sandwiches and Soft Drinks Available All Day.

FREE **ADMISSION**
AUTO PARKING

Sponsored and Arranged by the
City of Bloomington — Association of Commerce — The Daily Pantagraph

Sunday, October 28, 1934

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BLOOMINGTON-NORMAL, ILLINOIS



A Tale of Two Airports: McLean County Aviation History – Part II

~ *From Airport Page 19*

Later that year the BCOC finally stepped up, raised the needed funds, and helped to negotiate a lease of 35 acres adjacent to the original 78 acres of the Bloomington Airport, making it possible for the two existing runways to be lengthened. A month later passenger service began via Century Air, which stopped at Bloomington daily with three north bound passenger flights to Chicago and three southbound to East St. Louis. Not long after that, flights were reduced to 2 each way as air traffic was declining because of the Great Depression. In April 1932, Century was sold and the new owners replaced the St. Louis and Chicago routes with American Airway planes. Two days later the service was suspended, due to poor field conditions.

Though passenger flights had ended, the airport was still busy with local pilots and pilot training. In addition, Owen Tilbury with partner Clarence Fundy was working on a second plane, the Tilbury Flash, and soon had the plane off the ground. Piloted by Arthur Carnahan, the Flash would later participate in air races around the country and win several trophies.

When airport owner Herman Will died in a gun accident in early February 1933, questions regarding the future of his airport concerned the BCOC and others. But in December local residents learned that city leaders had secured an estimated \$40,000 through Presidents Roosevelts Civil Works Administration (CWA) that could be used to pay wages for the construction of a new airport. The current airport was ruled

too small for the planes expected to provide passenger and mail service. But land for the airport had recently been selected east of Bloomington by city leaders who contributed to the purchase fund. This included John Femley and Davis Merwin, who spearheaded the effort to purchase the needed land.

The 164-acre plot, formerly the site of the Corn Belt Nursery two miles east of the city on Route 9, was purchased for \$25,000.

Just two weeks after the announcement, 30 CWA workers began grading the runways. In June construction of the hangar began. The project experienced construction setbacks but was completed by fall. The completed airport cost approximately \$120,000 and was designed to be “the best among the cities of Bloomington’s size in the U.S.” One of nine

completed in Illinois that year, Art Carnahan was hired to manage it.

The dedication was celebrated on Sunday, October 28 with an Air Derby and “thrilling air maneuvers, by local and Military pilots.” Governor Henry Horner delivered the dedication address to a crowd of 50,000 spectators on the airport grounds. An additional 10,000 viewed the air shows from nearby roads. At long last, Bloomington had its municipal airport!

~ *by Susan Hartzold*



The Tilbury Flash



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

New Human Factors Courses on FAASafety.gov

Human error is both universal and inevitable. Everyone will make a mistake sooner or later and many aviation accidents are directly linked to human error, so what can you do to minimize the risk? Try the nine new Human Factors courses that are available on FAASafety.gov (bit.ly/HFcourses) and help us better understand human capabilities and limitations. The course modules focus on safety culture, human performance, communication, teamwork, situational awareness, decision making, threat and error management, human information processing, and design and automation and are eligible for credit in the WINGS Pilot Proficiency Program.

New Year, New (Safer) Operations

It's a common myth that SMS is only for large, complex operators who have abundant resources to support and maintain a complicated safety system. The fact is that an SMS by its nature is scalable and can be applied to any size operation, from a major airline to a single pilot. To find out how an SMS works and how adopting a personal system can help improve your flight safety, see the article "New Year, New (Safer) Operations, A Closer Look at Personal SMS" at medium.com/faa/new-year-new-safer-operations-32d5e5554e43 in the Jan/Feb 2024 issue of *FAA Safety Briefing*. See the entire compliance program-themed issue at www.faa.gov/safety_briefing.

Surviving the Season: Best Practices for Winter Weather Readiness

Winter weather presents some supreme conditions for flying, but there are some vital things to consider and areas to plan for if you do. As the seasons change, so should your approach to flight. Make sure both you and your aircraft are equipped for colder temps and winter precipitation. For tips on how to best prepare for winter flying, see the article "Surviving the Season: Best Practices for Winter Weather Readiness" at faasteam.medium.com/best-practices-for-winter-weather-readiness-f359c2920b7a in the Nov/Dec 2023 issue of *FAA Safety Briefing*. See the entire winter-themed issue at www.faa.gov/safety_briefing.

Also, be sure to check out the panel on winter survival techniques from last week's *From the Flight Deck GA Pilot Winter Prep Workshop* at youtube.com/watch?v=hnrMHzeMqxY.



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.) Virtual Ultralight Days
- 2.) EAA Aviation Foundation Sweepstakes
- 3.) EAA Learn To Fly Week
- 4.) EAA Tribute Opportunities
- 5.) Chapter Leadership Training

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!



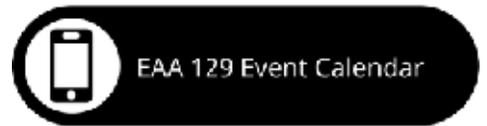
Be sure to check out the February/March edition of Midwest Flyer Magazine

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

EAA Chapter 129 2024 Calendar of Events

February 3 - Inaugural IMC Club 0900
February 15 - Monthly Gathering 1800
February 17 - (Sat) VMC Club 0900
March 2 - (Sat) IMC Club 0900
March 16 - (Sat) VMC Club 0900
March 21 - Monthly Gathering 1800
April 6 - (Sat) IMC Club 0900
April 18 - Monthly Gathering 1800
April 20 - (Sat) VMC Club 0900

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
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