



The Flypaper

Promoting Sport Aviation in Central Illinois for More Than 60 Years



September Chapter Gathering & Fly-in at 11LL

Chapter 129 members, mark your calendars for September 22 & 23. Our regular Thursday Gathering is moved to Friday, Sep 22. Watch for opportunities to volunteer for another fun fly-in event at 11LL.

September 22 Chapter 129 Monthly Gathering at 11LL and a **movie!** Burgers and brats at 6:00 PM

September 23 - Chapter 129 Fly-in/Drive-in Pancake Breakfast 8:00 to 11:00 AM



President's Corner

Charlie Bates

On many levels, this is turning out to be an excellent year for our chapter. Our new VMC Club has gathered some good interest and had some great discussions. Thanks to Bill and Doug for putting this together.

We will host our second weekend gathering and fly-in pancake breakfast at Thacker field this month, the May event was chilly but well attended and great fun.

Our YE events continue to grow and if the weather cooperates we will have flown over 400 Young Eagles by the end of the season. The cooperative efforts of

chapters 29 and 129 to host these events has brought together a great group of pilots and volunteers, giving our kids a great experience. Many thanks to our YE Coordinator, Dustin Davis (and family) for putting these events together.

Although not very visible, our STEM program is growing through the efforts of our STEM Coordinator, Wayne Aldrich who is working with local High Schools to build an aviation STEM offering. We hope to be doing workshops in the future.

Saturday morning gatherings are growing - thanks to our cooks Paul and Jim.

Our newsletter continues to grow with excellent contributions from members, offering new columns of interest, trips and build reports. Please consider sharing your aviation experiences with us in the next edition.

All of these activities require the efforts of our leaders and volunteers and that is what makes EAA run. Thanks to all who have stepped up to help make this year successful.



~Charlie



Saturday, September 23, 2023
8:00 to 10:30 am*

FLY-IN/DRIVE-IN Pancake Breakfast at Thacker Field 11LL

Thacker Field • 25899 E 3000 North Road • Chenoa, IL
Field Elev 728' • Comm 122.9

Find us at: https://airfield.guide/filter_airports.asp

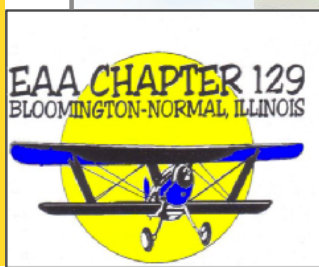


RSVP
[here](#) or
scan the
QR code



*** Friday Night Event**

Make it an aviation weekend! Fly in and sleep under your wing at 11LL. Consider joining us for our regular Monthly Chapter 129 Gathering Friday night, September 22 at 6:00 pm. We will be grilling hamburgers, brats and hot dogs and telling lots of flying stories. Members are asked to bring a side dish to share. Movie following dinner. Bring lawn chairs and tie downs!



Chapter 129 VMC Club - September 16

The intent of EAA VMC 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.

August VMC Club Meeting

The August EAA Chapter 129 VMC gathering was held Saturday, August 19 beginning at 9:00 a.m.

The question of the month, “**When planning a VFR departure, particularly at night in higher terrain or when obstacles are present, what is the standard climb gradient that an aircraft is expected to be able to meet to clear obstacles?**”

Members discussed the question and determined the answer was 200 feet per nautical mile.

Further information was shared that this was not a published VFR training fact but comes from IFR departure procedures as outlined in the AIM paragraph 5-2-8.

A video was played, “Into thin air” describing a planned flight from Phoenix Deer Valley airport to French Valley airport, California and on to Hemet Ryan airport in California before returning to Phoenix Deer Valley at night.

A lot of identified issues were discussed by the group as potential problems with the pilot’s flight.

The conclusion was that the pilot was suffering from hypoxia and many suggested steps were discussed to aid the pilot in this situation.



- **September 16 0930**
- Complimentary 6 month EAA memberships available
- Qualifies for FAA WINGS credit!

John Rettick shared a personal experience he had on a recent trip to Starkville MS in a borrowed C-150. He had an engine problem over Tupelo MS and make an emergency landing there. He shared the work that he and several of his friends do to diagnose, repair and ultimately return the aircraft home. His main point was we never know when something unexpected will happen and we need to be ready to react calmly and professionally to successfully land the airplane. ~ Doug

September Question of the Month: An aircraft is maneuvering at an uncontrolled airport to pick up a banner alongside the runway in use. The intent is to pick up the banner, and then depart the airport area. For the purposes of right-of-way, would this airplane be considered “on approach to land?”



VMC Clubs offer a great opportunity for pilots of all experience levels to explore flight scenarios together - from students to ATP. Come learn with us!

August Chapter Gathering 8/17



Our August gathering began at 6:00 p.m. with pizza for the 20 attendees. Several desserts were supplied by guests.

Wayne Aldridge introduced three students who were present at his invitation to learn about

STEM and the EAA programs. He introduced Collin Sampson and presented him with the Ray Scholarship official letter of award, a Ray Scholarship hat and shirt for his first solo. Collin reported that he will begin his flight training the week following the gathering.

Kirk Sampson shared the work that State Farm Insurance Company is providing to local schools with support to STEM projects.

At 7:00, Kirk introduced Tom Pankonen, State Farm STEM lead, who presented a program about the initiation of State Farm's interest in STEM and how it had evolved to a multi-state program. Tom described how they hold 7 or 8 training meetings with students to introduce them to various steps toward accomplishing a group launch of a weather balloon with tracking and video equipment that records the flight.

Tom presented a very detailed, step by step explanation of each training session noting that the leader/mentors do not complete the individual step but mentor the students as they work through the project. Tom finished his presentation at @ 8:15 p.m. after answering questions from those attending. The gathering was very well received.

~ Doug

Resurrection of N9870G - by Josh Fisher

Have you been watching the market for Cessna 172s lately? If you spend any time perusing down the rabbit hole of any of the popular aircraft sale sites, you'll see several examples with a seriously high price tag. Older variants with modest equipment are typically in the \$60K-\$80K range, while not-much-younger variants with a little extra umph in places such as avionics have skyrocketed twice as high! Many people wonder if the 172 market is inflated, citing high demand for flight training as the primary reason. You have to stop and wonder, though: maybe the market has also recognized the value of a known quantity. Regardless of

the model year, you know what you're going to get with a 172. It's around a 100-knot airplane with forgiving flight characteristics, excellent fuel



economy, and high maintainability. Besides, how many times have you climbed

into a new type for a checkout and the instructor says, "This thing's a piece of cake! It flies like a Skyhawk." That's more than just good marketing.

There truly is value in knowing exactly what you're getting for your investment, and there is a reason why few of the 44,000+ built should be left to wither away on the back tie-down row. This was the case of the 172 resurrection by Bill Thacker and son, Jake.

~See 70G Page 9

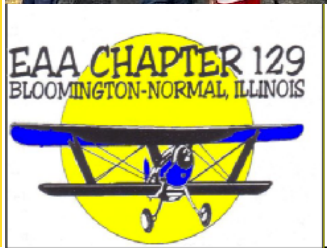
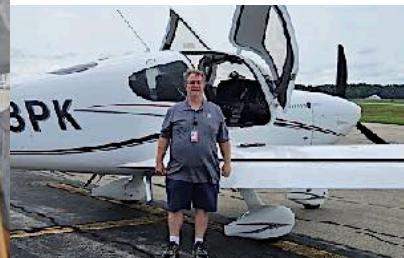
Young Eagles 2023



Dustin Davis
Young Eagles Coordinator

Mattoon was our biggest (most kids flown) event of the year. 10 pilots from chapters 29 and 129 flew 72 kids at MTO. 43 were first timers. Lots of smiling faces including the many volunteers who showed up for this great event.

We moved the September event to not be the same day as the Chapter 129 fly-in weekend at Thacker field. We are shooting for a September 30th event in Champaign but it is not up on YEDAY.ORG yet as I'm still confirming with EAA HQ. Stay tuned!



September 30 - CMI
October 21 or 28 - TBD

Jim Hazen's Legal Eagle XL



Mounted wings to explore methods for folding wings for storage.



Wing in folded position

Jim's summer has been busy adding connections for the folding wings, main gear wheel assemblies, tailwheel apparatus, jury struts, fairleads and control cables, seat belt weldments, floor panels and some paint to his Legal Eagle. Lots of progress and hoping for a late Fall season.



Tail wheel with stops



Welding seatbelt brackets



Installed jury struts

EAA CHAPTER 129
BLOOMINGTON-NORMAL, ILLINOIS



The Schneider Family RV Build

The wing kit arrived in June and assembly is moving ahead between vacation and AirVenture. Right wing was built, then disassembled. Noticed during nose rib installation that the right spar had a bow in it. Consulted Vans and they are replacing. Supposed to be here Thursday.

The left wing is built and ready to start putting skins on. Flaperons about complete, just have to install and set the hinge bearings.

Probably finish wings in the next week and a half, then onto the fuselage kit.



Aviation on-the-go!



Kirk Sampson
kirksampson@me.com

Aviation on-the-go! A monthly dose of some of my favorite digital aviation content, books and podcasts.

Kirk Sampson

Sometimes the simplest method is the best method for finding out the status of a commercial flight. Did you know there is an easy way to get a quick status from the text messaging app on your phone?

Apple and Android phones each have their own simple method which works for the major airlines.

Scenario: You need to get your mother-in-law to the airport to catch American Flight 3586 and you want to see if the flight is on time.

If you have an Android phone you can do the following:

Google has a search feature that allows you to send searches to Google as a text message and it will return the answer for whatever you put in the text. Start a text message to 466453 (GOOGLE) with your Airline and Flight number.

For our example text: American3586 to 466453 and it will return flight information for American Flight 3586.

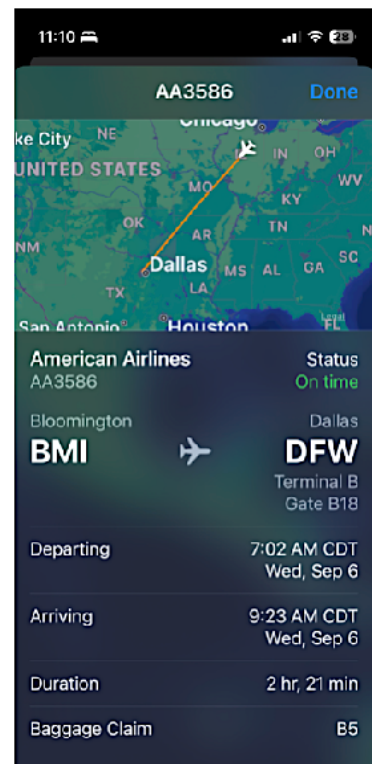
For an iPhone you can do the following:

In any text message (even to yourself) you can include the airline and flight number in the text and once it is sent the flight information you added will be underlined - just like a web page link. If you then press and hold the underlined text you will be shown a map of the flight path and can select "Preview Flight" to get details about the upcoming flight or one that is in progress.

This is really handy when you receive or share your flight information with someone else because the underlined link with flight information will remain the text and you can get up to date information quickly by going back to the text message and holding the link until you get the option to "Preview Flight".

For both Android and Apple methods you can send the flight information in several formats. For example, AA3586, American3586, American Airlines Flight 3586.

One thing to keep in mind is that this works with the major airlines. Here in Bloomington there are regional carriers like Air Wisconsin that partner with American to get people from BMI to ORD. You will need to use the American flight number to get status information using these methods.



Resurrection of N9870G

~From 70G Page 4

N9870G is a 1971 Cessna 172L Skyhawk. It was stored for more than 20 years just down the road from the Thackers' airstrip (11LL) by EAA member Doug Mays. Bill and Jake discovered it and decided to take on the project. It was flown to Thacker Airport in October of 2017 to join a new family and breathe new life. Their plan was not necessarily a full restoration, but simply to resurrect the airplane to a reliably airworthy status. The airplane was completely gutted. Worn hardware and wiring was replaced. The engine, a Lycoming O-320, was still in great condition along with most of the airframe. The instrument panel was redone, to include a pair of Garmin G5s in the center of the flight instruments along with a Garmin 430W for navigation.

Aesthetically, the headliner was replaced and new carpets were installed. A new windscreen was installed, which is a step that takes twenty years off any airplane with oxidized plexiglass. New, 4-point shoulder harness and seatbelt systems from B.A.S., Inc. were included in the upgrade, as well. The airplane quickly came to life and, in mid 2019, took to the skies once again with Bill and Jake at the controls! The author had over a thousand hours in 172s of

various model years at the time and recalls

70G being the best-flying one to that point. The solid rigging made it feel like a brand new SP from the factory. This airplane came back to life in a great way and it was a terrific completion to a father-son project!

When the aviation-savvy think

beating on landing and also quite a lot of rough handling of the airframe and engine while still remaining airworthy for the next student. While the airplane does not teach crosswind landing technique quite as well as a tailwheel airplane, it certainly saves the flight school



of a 172, they most often think of a trainer. While it is true that Cessna overwhelmingly stole the trainer market with their Skyhawk back in the 1960s, this author believes its main contribution to the training role has been that it is very forgiving. It has favorable stall characteristics, can take a

on trips to the shop to recover wings or replace broken ribs and spars. It is a more-than-adequate trainer and a solid cross-country airplane, making it one of the most well-rounded airplanes ever produced.

~See 70G Page 10



Resurrection of N9870G

~From 70G Page 9

Once airworthy, 70G became the new family airplane. It took a few journeys around the country and spent some time based in St. Paul, MN on loan to Bill's daughter Jessica and future son-in-law, "WhatsHisName." They used the airplane as a convenient way to travel between their home in Minnesota and the Thackers' house, which turned a 7-hour drive into a 3-hour flight. While it is not as fast as a 182, it certainly beats the Skylane in fuel economy. If you're used to flying Cubs around, then 105 knots is not slow, either. With a 900lb useful load, it can carry 5 hours of fuel with 3 adults and bags, making it a very capable traveler. 70G has also flown dozens of Young Eagles and been used regularly for recurrent training.

The resurrection of 70G to airworthy very quickly became a resurrection, and then some. The Thackers wanted to add all the creature comforts and pilot goodies of a travelling

airplane. Bill started by adding an autopilot,

specifically a Pro Pilot by Trio Avionics. A certified autopilot with an experimental counterpart, the Pro Pilot is a two-axis system which also includes VNAV capability. A year after the autopilot was a new interior from AirTex Interiors, a company which manufactures interiors which you can install yourself. At the

about the miniscule, non-essential details and start flying the airplane. While those little details might win you a trophy at the show, airplanes are meant to fly. The airplane was already a great machine, but Bill decided upon completion of the Sportsman project that there was still one not-so-little detail he had to

consider: a new paint job. Sure, airplanes fly pretty much the same whether you paint them or not. That said, the smile you get when you turn to look at your airplane after the flight is a



same time came one of the major upgrades to the airplane: a Sportsman STOL kit. The Sportsman adds surface area and increased camber to the wing without a drag penalty, giving an excellent upgrade in performance across the flight envelope. This was also a major aesthetic upgrade to the airplane, as it eliminated some rather unsightly hangar rash on the leading edges.



If you work with Bill in his shop, you'll often hear the phrase "Sometimes, ya gotta be done." It's a true statement, in that there has to come a point where you stop worrying

lot bigger when it smiles right back at you. For the finishing touch on the family flying machine, Bill turned to USA Aero Refinishing of Lawrenceville, Illinois.

~See 70G Page 11



Resurrection of N9870G

~From 70G Page 10

Prior to painting, he re-skinned the flaps and ailerons due to some hail damage. The paint job took about three months, and it was well worth the wait!

Bill elected for a red, black, and gray on white. The palette was chosen partly because of Bill's alma mater, The Ohio State University. Go Buckeyes! Celio and Jessika Oliveira paid excellent attention to detail on every part of the airplane during the refinishing process and made sure to send Bill photos with updates along the way. The airplane emerged from the paint shop in August of 2023. The folks who originally built the airplane

back in '71 would be awestruck at what 70G has become after these many years.

After all that effort, a fantastic Cessna 172 is not only back where it belongs in the skies

price-tags, a couple trips from A to B in N9870G will leave you asking one question: why would you sell a Cessna 172? Stay tuned for the next Thacker Airplane Factory roll-out. The next one is already in the shop!

~ Josh Fisher



over Illinois and beyond, but ready to turn heads and make smiles everywhere it goes. The Thacker family has a travelling ship to be proud of, and it will serve the family for years to come. With all this talk of aircraft markets and inflated



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



"MOSAIC- Expanding Light Sport"

Topic: Learn about the notice of proposed rulemaking (NPRM) dealing with expanding Light-Sport and Sport Pilots privileges.

On Thursday, September 14, 2023 at 19:00 Central Daylight Time

Select Number: GL13123908

Description: EAA's advocacy team updates you on the proposed changes to the light sport aircraft category and sport pilot. We will explain the history, the proposed parameters of the rule, and how to provide productive comments to the FAA on the Notice of Proposed Rulemaking (NPRM).

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

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

Basic Knowledge 3 - 1 Credit

[Click here to view the WINGS help page](#)

"Quarter Turn Fasteners And Aircraft Accidents"

Topic: How A Simple Quarter Turn Fastener Can Cause An Accident

On Saturday, September 16, 2023 at 09:00 Central Daylight Time

Select Number: GL15123462

Description:

Join us for A VIRTUAL cup of coffee, a donut, and a LIVE WEBINAR as Troy discusses several incidents of engine cowl damage and resulting separations have occurred across the nation. The separation incidents resulted in damage to the airplane, and some have marginally affected aircraft handling capabilities. Several of these have been from missing, improper installation, or not secured quarter turn fasteners.

The engine cowl system consists of engine nacelle cowl doors, inlets, exhausts, and thrust reverser elements that utilize quarter-turn fasteners to secure one component to another.

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

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

Basic Knowledge 3 - 1 Credit

AMT: 1.00

[Click here to view the WINGS help page](#)



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.



Chapter Video Magazine

September 2023



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

Our [September and October 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!



Webinars

INTERACTIVE | EDUCATIONAL | MOBILE



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Be sure to check out the August/September edition of [Midwest Flyer Magazine](#).

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

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



EAA Chapter 129 2023 Calendar of Events

September 16 - Chapter 129 VMC Meeting 0930

September 22 - Chapter 129 Monthly Gathering at 11LL

September 23 - Fly-In Pancake Breakfast at 11LL

September 30 - YE Rally - CMI

October 19 - Chapter 129 Monthly Gathering

October 21 - Chapter 129 VMC Meeting 0930

October 21 or 28 - YE Rally - TBD

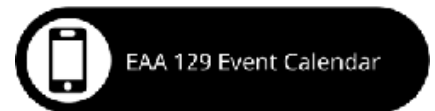
November 16 - Chapter 129 Monthly Gathering

November 18 - Chapter 129 VMC Meeting 0930

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



- **September 16 0930**
- Complimentary 6 month EAA memberships available
- Qualifies for FAA WINGS credit!
- Come early for breakfast



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
BLOOMINGTON-NORMAL, ILLINOIS



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

Web - <https://chapters.eaa.org/ea129>

fb - EAA Chapter 129