

The Flypaper

Promoting Sport Aviation in Central Illinois for More Than 60 Years



HAPPY NEW YEAR!

Chapter 129 January Gathering 1/16

In This Issue

- 1-2. January Chapter Gathering
- 2. VMC & IMC Schedules
- 3. Calendar of Events
- 4. PPL Ground School
- 5. Homebuilders Week
- 6. Milestones
- 7. December VMC Review
- 8. Help Needed
- 9-10. Prairie Aviation Museum
- 11. A2025 Calendars!!
- 12. Ads
- 14-16. 2024 Review
- 17. Our Builders
- 18. Flight SIMs
- 19. Tax Opportunities
- 20. President's Corner

Our guest speaker for the January 16th Gathering will be Scott Fohrman. He is an Aerospace Engineer and serves as the FAA Central Region Aircraft Certification Program Manager. One of his primary responsibilities is the administration of the FAA Vintage Aircraft Replacement and Modification Article (VARMA) program. VARMA is the authority that allows vintage and antique aircraft owners and maintainers to substitute suitable parts for the many OEM parts that have become unobtainable. He is also often involved in the approval process for 337 Field Approvals. Scott is an enthusiastic and entertaining speaker. I promise that everyone will enjoy and learn! He totally understands the difficulty we as owners and operators of older aircraft face in keeping our machines airworthy. I have heard him speak on numerous occasions and have always walked away with more tools in my kit. If for some reason he is unable to make the January Gathering we will reschedule him. Scott is the real deal, don't miss this presentation.

His Qualifications:

Scott Fohrman P.E.
 Program Manager
 FAA Central Region Certification Branch (AIR-767) (847) 294-7136

- FAA Commercial Pilot Single and Multi Engine Land
- FAA Certified Flight Instructor, Certified Instrument Instructor, Ground Instructor and Advanced Ground Instructor
- FAA Remote Pilot (Commercial Part 107)
- FAA Airframe and Powerplant Technician with Inspection Authorization (IA)
- ASE Master Automotive Technician
- ASE Advanced Level Specialist (Engine Emissions and Performance)
- FCC GROL, FCC GROL Radar Endorsement
- EPA Section 608 Tech (Universal)

[Vintage Aircraft Replacement and Modification Article \(VARMA\) program](#)

Chapter 129 January Gathering 1/16

Our January Chapter 129 Gathering will be **Thursday, January 16** and will feature member's soups. Members, if you have a favorite winter soup recipe, bring it along to share at our gathering or bring a side dish.

6:00 - Potluck Dinner

6:45 - Chapter Announcements

7:00 - Speaker - Scott Fohrman P.E.



Chapter 129 January 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.



January 4,
0900

Question: What systems or equipment malfunctions must a pilot report when flying under IFR?

Join us Saturday as Jay Allen leads a deep dive discussion into the answer to this question, IFR flying and required reporting.

January 11, 0900

Ah. That makes more sense!!

A key concept that pilots begin learning from their very first ground lessons is that of **density altitude and its effect on aircraft performance.**

Understanding the physical phenomena behind these effects is key to predicting performance and adjusting how the airplane is flown on any given day.

By recognizing how environmental factors affect the airplane, pilots can make better decisions, manage operations, and fly more safely across wider geographical areas. We will discuss several atmospheric factors, their effects over several aspects of an aircraft, and how we can aviate more effectively in these conditions.



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

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

Get WINGS credit!

EAA CHAPTER 129
BLOOMINGTON-NORMAL, ILLINOIS



FAA Team
Safer Skies Through Education



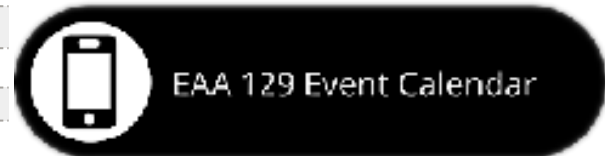
FAA
Aviation Safety

EAA Chapter 129 Calendar of Events

4	Jan, Sat	7 – 9am 9 – 10am	Chapter Weekly Pancake Breakfast IMC Club
11	Jan, Sat	7 – 9am 9 – 10am	Chapter Weekly Pancake Breakfast VMC Club
13	Jan, Mon	6 - 9pm	Private Pilot Airplane Ground School
16	Jan, Thu	6-8pm	Chapter Gathering
18	Jan, Sat	7 – 9am	Chapter Weekly Pancake Breakfast
20	Jan, Mon	6 - 9pm	Private Pilot Airplane Ground School
25	Jan, Sat	7 – 9am	Chapter Weekly Pancake Breakfast
27	Jan, Mon	6 - 9pm	Private Pilot Airplane Ground School
1	Feb, Sat	7 – 9am	Chapter Weekly Pancake Breakfast IMC Club
3	Feb, Mon	6 - 9pm	Private Pilot Airplane Ground School
8	Feb, Sat	7 – 9am 9 – 10am	Chapter Weekly Pancake Breakfast VMC Club
10	Feb, Mon	6 - 9pm	Private Pilot Airplane Ground School
15	Feb, Sat	7 – 9am	Chapter Weekly Pancake Breakfast
17	Feb, Mon	6 - 9pm	Private Pilot Airplane Ground School

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

Or scan the QR code below



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



Private Pilot Airplane Ground School

NEW

Want to complete your ground school with help from qualified teachers?

Bloomington, Illinois EAA Chapter 129 and Pontiac Flying Service have joined forces and will offer a Private Pilot Airplane ground School. Classes will be held every Monday beginning **January 13th through March 3rd** from 6:00pm till 9:00pm in the EAA hangar **F15** at the Central Illinois Regional Airport, 2825 E Empire St, Bloomington, IL 61704. Experienced Certified Flight Instructor Jackson Zimmerman will lead the course. Jackson is a graduate of Southern Illinois University Aviation Flight Program.

This course will cover the many facets of aviation including; aerodynamics, airplane systems, airspace, meteorology, airplane performance, navigation and much more. This course is designed to prepare you for the Private Pilot Written Test and introduce you to topics in the Private Pilot Oral and Flight Exam. During the class you will meet other inspiring pilots and be able to work together to accomplish your goal.



FAQs

Why take an in-person ground school?

Learning to fly is fun! But you do have to hit the books in order to learn the material that can't be covered in the cockpit. While you can certainly take care of your studying on your own, most people prefer to attend one of our classroom courses. Not only will this ensure you cover all the material, but it will also provide the structure and organization to get you through the required material in an organized and timely manner.

How much does it cost?

Cost for this 8-week Private Pilot Ground School is \$200 (\$170 for current EAA chapter 129 members)

Do I need to purchase any additional equipment or materials?

Most required materials are available free on line. Worksheets and practice charts will be provided. It is highly recommended that a learner purchases a printed FAR/AIM (~\$20), a navigation plotter (~\$10) and an analog E6B (~\$15-\$50). Electronic E6Bs are available for approximately \$100. We will have a limited supply of each on hand for our first meeting. *Hangar F15 has WIFI Internet. It is also recommended that a learner bring a laptop or iPad.

Will there be required outside classroom work?

Yes. There is a lot of material to cover. In order to pass the test, it will take an additional 4-5 hours minimum of study for each session of the course.

Will one on one assistance be available?

Yes. Jackson or another assisting Flight Instructor will make every effort to see that you completely understand each subject matter in order to pass the FAA written exam.

Where do I take the FAA Private Pilot Written exam? How much does it cost?

The three closest FAA Approved testing facilities are in Champaign, Springfield or Romeoville. Average cost for taking the FAA written exam is \$175 with discounts offered to EAA and AOPA members.

Contact Jackson Zimmerman for more information or to sign up at: jacksonzimmerman.913@gmail.com



Homebuilders Week with Charlie Becker



Charlie Becker

Homebuilders Week – Online Event Starts January 27th

30 online sessions to expand your knowledge of building your own aircraft

Homebuilders Week is an online opportunity to carry on the founding mission of EAA by sharing as much knowledge and information about building your own aircraft as possible in five days. **We start on Monday, January 27th, 2025**, and end on Friday, January 31st, 2025. Each day, we offer six live webinars running back-to-back, starting at 11:30 am central time and running every hour and a half until the last session at 7pm central. The sessions are live and allow time for questions. To sign up for the sessions, visit www.EAA.org/HomebuildersWeek

homebuilt members.

EAA Homebuilders Week follows immediately after the anniversary of the founding of the Experimental Aircraft Association on January 26th, 1953. I can't think of a better way to recognize our organization's founding than to spend 5 straight days learning about homebuilding.

EAA Homebuilders Week is made possible through the generous sponsorships of Aircraft Spruce & Specialty Co., Dynon, Scheme Designers, and Van's Aircraft.

Visit www.EAA.org/HomebuildersWeek to sign up.

The topics cover something for everyone, whether you are just considering the idea of building an aircraft, are knee deep in a project or getting ready for test flying. We even have EAA president Jack Pelton lined up on, January 30th, to talk about EAA's Advocacy efforts on behalf of the

EAA Homebuilders Week Schedule January 27 - 31, 2025

To sign up: EAA.org/HomebuildersWeek

Time CST	Monday 1/27/25	Tuesday 1/28/25	Wednesday 1/29/25	Thursday 1/30/25	Friday 1/31/25
11:30-12:45	Building an Aircraft: What You Need to Know - Charlie Becker	Wiring Basics - Dick Koehler	Flight Testing 101 - Paul Dye	EAA Advocacy Update: Top Homebuilding Issues and the Impact of MOSAIC - Sean Elliott, Rob Hadkman, & Jack J. Pelton	Staying Alive: Analysis of Homebuilt Fatal Accidents - Dave Nelson
1:00-2:15	Sheet Metal Basics - Mike Dooley	TIG Welding - Charlie Becker & Shaun Walker	Composite Construction - Mark Forss	Amateur-Built Aircraft Certification Process - Joe Norris	Liability of Selling Your Homebuilt - Kathy Yodice
2:30-3:45	Fabric-Covering Basics - Nate Hammond	Getting Your Project Finished and Flying - Vic Syracuse	Buying a Used Homebuilt - Vic Syracuse	Sonex Highwing Update - Mark Schaible	Zenith Aircraft Kits & Plans - Sebastian Heintz & Roger Dubbert
4:00-5:15	The Need for Speed: Kitbuilt Options - Dove Forster	Hardware for Homebuilts - John Cox	Advanced Flight Systems - Rob Hickman	Garmin Experimental Avionics Solutions - Brad Brensing	Weight and Balance - Joe Norris
5:30-6:45	Panel Planning and Wiring - Marc Ausman	Dynon Avionics - Michael Schofield	Engine Selection Basics - Dick Koehler	Gas Welding - Budd Davisson	Working With Wood 101 - John Egan
7:00-8:15	Rotax 9 Series Installation & Operation - Phil Lockwood	Designing the Perfect Point Scheme and Its Impact on Budget - Craig Barnett	Data-Driven Diagnosis of Engine Issues - Mike Busch	Van's RV Aircraft Kits - Greg Hughes	Common Builder & Maintenance Errors - Vic Syracuse



Members on the Move



Milestones

Chapter 129 members achieving their goals in aviation



Wade Thweatt, CFI. Wade completed his CFI oral exam and check ride at the Parkland Institute of Aviation on December 17.

He has his Multi engine and Commercial ratings and is pursuing an ATP career.



Chad McCue made his first solo flight December 23 in Crosswinds' N8332H Archer.

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

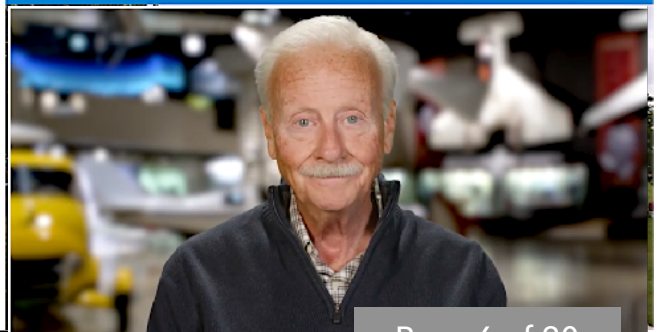


Find the latest EAA's Chapter Videos at:
<http://eaa.brightcovegallery.com/chapters/detail/videos>



Chapter Video Magazine

January 2025



December VMC Club Summary

The December EAA Chapter 129 VMC meeting was held on Saturday, December 14 at the F-15 hanger with about twenty-five members and guests in attendance. Doug Reeves opened the meeting with an introduction of guests and any new milestones since the last meeting.

The December VMC club question for the month was: You are flying a single engine aircraft, the POH for which identifies a Demonstrated Crosswind Capability (DCC) of seventeen knots. Approaching an airport for landing on runway twenty-four, you check the ASOS to learn that the winds are three hundred at 15 gusting to twenty-five knots. Is it a violation of the FARs to land this aircraft under these crosswind conditions?

The group discussed the question and gave several opinions about landing with a crosswind situation.

The answer was shown that it is not a violation since the demonstrated crosswind component is not a FAR regulation, but the aircraft manufacturer's recommendation based upon the testing by a test pilot during the aircraft certification. The DCC is not considered an operating limitation of the aircraft, so in that regard, there would be no regulatory violation.

The demonstrated crosswind component is just that, demonstrated. It is the highest velocity of the crosswind encountered for which adequate control of the airplane during takeoff and landing was demonstrated during certification tests.

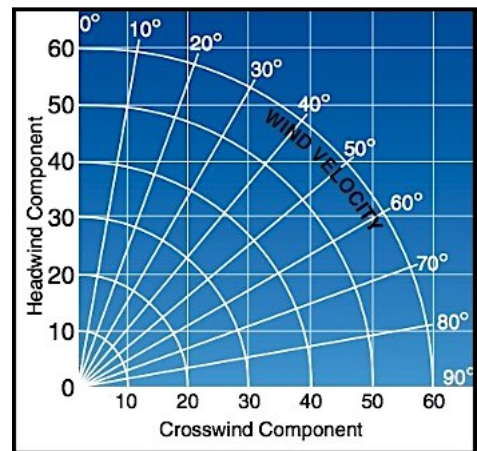
This number does not reflect the actual crosswind velocity the aircraft can handle, but only the greatest velocity experienced during certification testing. The value published, usually in the pilot's operating handbook, is not considered to be limiting.

However, flight schools, flying clubs, and flight departments often impose restrictions on the maximum

crosswind conditions under which an aircraft can land, which may be imposed by the operator's insurance company, and these restrictions often correlate with the DCC.

So, while the aircraft and pilot might well be able to perform a landing under the stated conditions, the risk should be carefully considered before attempting such.

The meeting discussed the use of a crosswind component chart that can help a pilot calculate the component when planning a flight.



Determining the Crosswind Component

Before you sit down to calculate the crosswind value for your flight today, remember these rules:

- If the crosswind is obtained by ATC, ATIS, or looking at the windsock, the direction is magnetic.
- If the crosswind is obtained by looking at a METAR or a TAF, the direction is given based on true north and will need to be converted to magnetic.
- When calculating the crosswind, always use the full gust component. If ATIS is telling you the surface winds are 270 degrees at 18 knots, gusting to 25 knots, use the gust value of 25 knots for your calculation.

~See December VMC Page 8



Chapter 129 - Help Needed!

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

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

There are three new immediate needs:

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

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

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

Please consider this high priority investments and if interested in coordinating or participating on a team, reach out to Charlie Bates (cmbates50@gmail.com) or Kirk Sampson at the EAA mailbox (EAACChapter129@gmail.com) and we will get you plugged in and help you get these important efforts off the ground. Watch for a new bulletin board in the hangar which will allow you to see these and other opportunities for you to invest in the chapter.

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

~Kirk Sampson

December VMC Club Summary - From Page 7

The second method I find easy to use and teach is the sixths rules of thumb. It is quite simple:

- If the angle = 10 degrees, then crosswind component = 1/6 wind strength
- If the angle = 20 degrees, then crosswind component = 2/6 (1/3) wind strength
- If it is angle = 30 degrees, then crosswind component = 3/6 (1/2) wind strength
- If the angle = 40 degrees, then crosswind component = 4/6 (2/3) wind strength
- If angle = 50 degrees, then crosswind component = 5/6 wind strength
- If angle = 60+ degrees, then crosswind component = wind strength
- If the crosswind you are dealing with is 20 degrees off the runway and the wind is fifteen knots,

the crosswind component is five knots, or well within most all demonstrated crosswind component parameters for the types of aircraft we generally fly for pleasure.

Another tool was demonstrated using a cell phone and the calculator function. Both methods would help a pilot calculate the component and make a better decision about landing in a strong crosswind. *~Doug Reeves*



Prairie Aviation Museum



[Visit Our Website](#)

UH-1 Huey Machine Gun Mount

The Prairie Aviation Museum received a donation of a non-working M-60 machine gun and mount. A goal of the museum was to accurately display the weapon as it would have been mounted on the museum's UH-1 Huey helicopter during the Vietnam conflict. After a lot of research, the door mounts for the Huey were rare and, when available, expensive.

Keith Hensen knew a metal fabricator that could fabricate anything. Keith contacted Tim Milton with C.L. Milton & Sons welding in Colfax with the idea. Tim was willing to accept the challenge of constructing the mounts.

Keith made a plywood template for the endplates with the mounting holes marked. He took the template and pictures of an actual door mount to Tim for him to begin work. Tim reshaped the endplates and made them from 1/4" steel and drilled the mounting holes. With the help of Gary Leach, Keith mounted the endplates on the Huey and got a final measurement for the connecting center tube. Keith returned the information to Tim, and he made the connecting tube from 5-inch steel tubing.

Bringing all the pieces back to the museum, they mounted the end plates on the Huey and then tack welded the connecting tube in place. Next, they determined the location for the standpipe to hold the gun in its proper position.

Returning to the shop, Tim finished welding the connecting tube and built the standpipe. Tim had to forge the top of the standpipe to accept the actual mount adapter for the M-60 and fabricated a locking bolt to hold the adapter in place. With some sanding and primer painting, the mounts were complete.

Tim's grandfather, C.L. Milton, a WWII veteran, had donated several items to other organizations in the past and Tim wanted to follow in his grandfather's footsteps.

Thanks to Tim Milton for his engineering and donation of two-gun mounts for the museum's UH-1 Huey. They will truly enhance the true vision of the UH-1 in Vietnam.

Submitted by Keith Hensen



Prairie Aviation Museum



[Visit Our Website](#)

As National Eagle Scout Day (January 31) approaches, it is fitting that we look at how Scouting America (formerly Scouts BSA) has worked to help keep the mission of the Prairie Aviation Museum

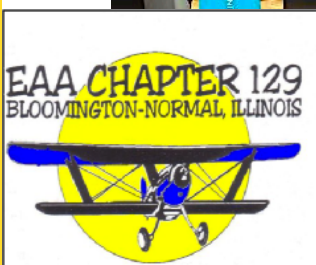
moving "onward and ever upward".

Starting in 2022, Eagle Scout Aiden Whitehead (at that time an Eagle candidate from Troop 919 in Bloomington, IL) chose to refurbish five (5) viewing stands at the Airpark. Working with a team of volunteers (including Museum volunteers), they were able to sand, prime and paint the stands for the T-33, F-100, A-7 and F-4 aircraft. Aiden's team also built a new wooden stair for the Cessna 310. This project was completed in 2023.

In 2023, Eagle Scout candidate Sean Garcia (also from Troop 919 in Bloomington, IL) proposed a project to replace the existing 15 year old flight simulator at the Museum. Over the 2024 holiday break, Sean's team built and installed a new wooden table and installed the electronic components for the new system. His team will begin testing the system and compiling operating documentation in early 2025, with the final component of the project being the training of the Museum hosts in how to operate and reset the system.

PAM has enjoyed working with these Scouts from Troop 919, and look forward to other projects in the coming years.

~Dick Briggs



Exclusive 2025 EAA Chapter 129 Calendar Now Available



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

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

Grab your copy at breakfast any Saturday morning or contact eaachapter129@gmail.com



Will Eastman - Pilot and Instructor

706.832.3400 (Call or Text)

williamdaveeastman@gmail.com

Available for Ferries, Contracts, Instruction

CFI, CFII /Instrument, Multi, HP Ratings

Tailored services and Instruction Focused on Excellence and Safety



WADE THWEATT CFI

PPL/CPL FLIGHT TRAINING
FLIGHT REVIEWS
COMPLEX/HP ENDORSEMENTS

217-390-0556
WADETCFI@GMAIL.COM

EAA CHAPTER 129
BLOOMINGTON-NORMAL, ILLINOIS





PONTIAC FLYING SERVICE

Primary and Advanced Flight Instruction

- \$165 an hour wet
- Primary instruction \$45
- Advanced instruction \$55

Contact us at:

Pontiac Flying Service
15755 E 2000 North Rd
Pontiac, IL 61764
815-844-2707

kris@pontiacflyingservice.com
fb: **KPNT FBO**



1974 Piper Warrior

New Dual Garmin G5s
Garmin GNC355 GPS/Comm
Garmin SL30 NAV/COM



Pekin Municipal Airport - C15

Annual/100hr Inspections
Pre-purchase reviews
Oil Changes
And much more.

Office Hours Mon-Fri
9am-4pm Local time

For price estimates Call, Text or email:
309-657-8947
naomi@bohmsaviation.com



GreenWing Aviation & Welding

Christian Carboni - Owner
Aircraft Maintenance, Oil Changes,
Annuals, Pre-Buys

General Welding -Steel -Stainless
Steel-Cast Materials -Aluminum

Marshall County Airport - C75
1315 IL-17, Lacon, IL, 61540

Phone - 815-343-4565
Email - greenwingaviation@gmail.com

Chapter 129 Young Eagles Program



Chad McCue
Chapter 129 Young Eagles
Coordinator

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

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

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

This year we are also providing three flight simulators so the Young Eagles can test their skills. This also provides aviation experiences on days when weather doesn't cooperate with taking the eagles up for a flight.



Our tentative dates for 2025 Young Eagle Rally days are:

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

~Chad McCue

EAA Chapter 129 Young Eagle Coordinator

Our **Webinars** are free of charge and cover topics that include aviation history, piloting tips, fascinating stories, and more. We're sure



Chapter 129 - 2024 in Review

BACC participation. The Bloomington Area Career Center comprises 19 high schools whose mission is to 'provide diverse and equitable learning opportunities that will allow students to explore a career and determine their best post-secondary route'. Chapter 129 attends BACC job fairs to promote jobs in aviation and presents seminars on aviation maintenance and powerplants. We met Eva McCue there, she joined Chapter 129 and achieved her PPL at 17.



Hosted a **Children's Aviation Summer Camp**. Coordinated with the Childrens Discovery Museum and Prairie Aviation Museum to provide 20 youth with an introduction to aviation.



We hosted two **Fly-in / Drive-in** events at 11LL.

Includes Friday night dinner, movie on the hangar, overnight camping, breakfast Saturday morning. 80+ attendees at each event.



We hosted 20+ **IMC / VMC Club** meetings in 2024, we meet the first and second Saturday each month following a pancake breakfast. Excellent attendance, great speakers, generating new membership.



Chapter 129 - 2024 in Review

We host our weekly 'Gathering of Eagles' breakfasts every Saturday morning. Members bring friends in and many have joined our chapter to share our excitement for aviation. Attendance has more than doubled in the past few years.



Young Eagles - We partner with our BMI Prairie Aviation Museum to coordinate our YE events with PAM's Open Cockpit Days that draw hundreds of attendees from the communities and adjoining states.

We took our YE Rallies to two smaller local airports to support their aviation outreach programs.



Our **Monthly Gatherings** include potluck dinners and a speaker series of aviation professionals. Here are a few from 2024. Jerry Lay, Helicopter DPE - Bill Thacker, upholstery Demonstration - Nick Loftus, FFAST Program Manager - Movie Night, "Fly Girls" the story of WWII WASPS - Dr. Nick Reinhart, AME - Jeff Brown, 'The Impossible Turn' - Mike Perkins, 'Modern Approach to Phase 1 Flight Testing. Watch for our 2025 lineup.



Chapter 129 - 2024 in Review



Collin Sampson, our **Ray Aviation Scholar** completed his PPL in August!



Seven members of Chapter 129 attended the January **EAA Leadership Academy** to explore more areas to grow and improve our organization.



Hosted our first **poker run** in 2024, more planned for 2025

Chapter 129 pilots work with **American Legion 635** to provide flyovers for veterans funerals and other civic events. Our team has flown for 40 events.



Chapter 129 achieved **“Gold”** status in 2023 and grew our offerings in 2024



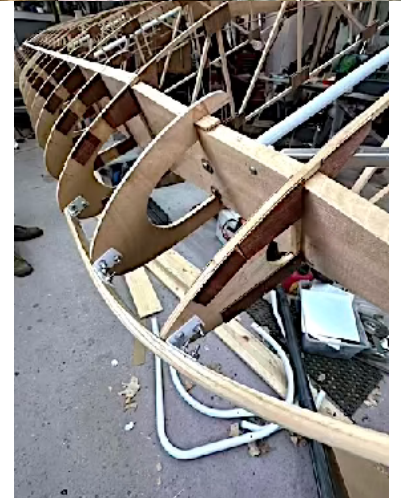
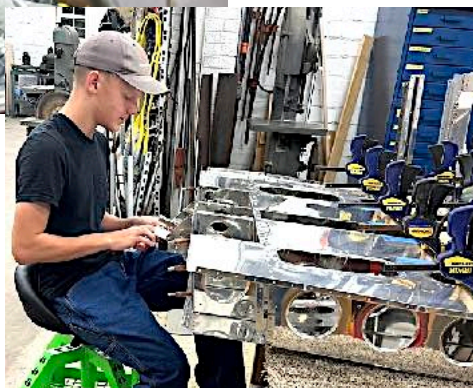
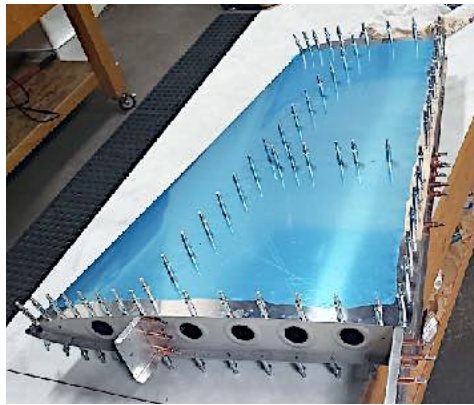
We initiated our **IMC Club** meetings in 2024 with attendance approaching 40 participants



Thanks to all of our many volunteers who stepped up to help make 2024 a year of growth and expansion for EAA Chapter 129!

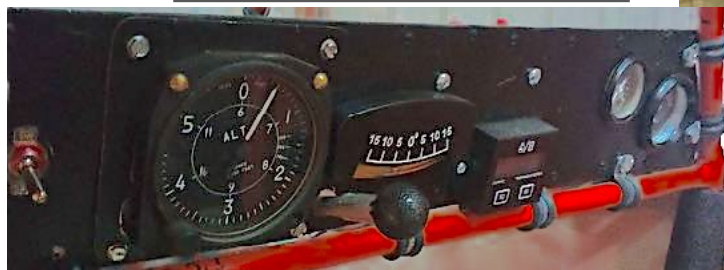
Our Builders - 2024

Seven Chapter 129 members made great progress on their aircraft builds in 2024 and we will see some fly in 2025. Paul Poberezny started EAA to bring together owners and builders of Experimental and home-built aircraft; we are carrying on the tradition.



We build them, we maintain them...we fly them

~Paul Poberezny



EAA CHAPTER 129
BLOOMINGTON-NORMAL, ILLINOIS



EAA Chapter 129 Builds Flight Simulators

One of our Chapter 129 goals this year is to increase aviation opportunities and experiences for youth. Towards this goal we are building flight simulators that will always be set up in our hangar and transported to Young Eagle Day events we host.

Thanks to Bill Thacker and EAA Chapter 461 based at Bolingbrook's Clow International Airport for getting us a jump start on this project. Chapter 461 has an established Young Eagle program with flight simulators. They consulted with us over the summer and recently provided Macbook Pro laptops to get us started. Bill Thacker provided a Logitech Saitek yolk and throttle quadrant. With the Young Eagle credits from 2023's YEDay flights (\$5 per Young Eagle flown), we were able to buy hardware for 3 flight simulators which includes monitors, yolks, throttle quadrants, rudder pedals and all of the wire and peripherals to get it all connected.

We are on track to have the hardware on hand by January 9th and available for you to try out on January 11th.

Thank you to all the chapter members who volunteer to make YEDay a reality. See the other article in this issue for 2025 YEDay plans.

~Chad McCue



It is time to get your 2025 dues paid!

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

You can pay via **Zelle, PayPal, Venmo, Zeffy**

Or you can mail your payment to:

EAA Chapter 129
2825 E Empire St
Bloomington, IL 61704

Questions? Contact Wayne Sampson. Text or call 925-278-4050



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

Tax Year-end Planning

With the last quarter of 2024 upon us, tax planning enters our minds. For those of us using itemized deductions we must show proof of our eligible deductions. Chapter 129 now has an online donation software that provides that proof of donations given. The Chapter webpage now has the option to give via a credit/debit card and provide the donor with a receipt of the donation. Some of us use our credit cards to accumulate points for travel or other cash rewards.

There are several options available, including your membership dues. When using the online donation, note that there is an option to leave a tip, *please choose "Other" and type in 0*. Tip monies go to the web host, not 129. Our chapter will cover the tip with a onetime tip.

If you desire to give a gift other than a credit card, such as stock, commodities, real estate or other assets, please contact Wayne Sampson, 925-278-4050.



This information is not intended to be legal or financial advice but for educational purposes only.

Wayne Sampson, Treasurer, Director of Development

925-278-4050

EAA Chapter 129

Charlie Bates - President
Wayne Sampson - Treasurer, Dir of Development
Chad McCue - VP
Doug Reeves - Secretary
Chad McCue - YE Coordinator
Wayne Aldrich - STEM Coordinator, Ray Aviation Scholarship coordinator
George Wilts-Tech. Counselor
Kirk Sampson - Media & Web Editor
Bill Thacker - Advisor
Newsletter Editor - Charlie Bates

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

fb - EAA Chapter 129

email - eaachapter129@gmail.com



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

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



A picture is worth a thousand words. Pages 14 through 17 provide a photo-album look at some of the many activities Chapter 129 was engaged with in 2024. Some of the pictures represent many of the new offerings from our chapter in 2024, but most represent areas where we are growing. And we are planning to expand more in 2025.

We are hosting our first Private Pilot Airplane Ground School January 13 to March 3. We have encountered a number of people who have an interest in flying and are looking for a place to get started. We hope to fill that void and help them get over that first hurdle.

We have added a second Youth Aviation Camp for 2025. This camp will involve youth in the 11 to 13 age group, providing them with aviation knowledge including building an RC airplane. The airplane kit is part of EAA's Build and Fly program which provides us with big discounts to support our youth projects. More on EAA's Build and Fly program [HERE](#). Watch for an opportunity to join a team that will build the first plane and develop our process and team members to guide the youth attending the camp. See Help Needed on Page 8.

Assembly of our three flight simulators is under way. We have talked about these for some time now and the program is now coming together. These units will be portable and plans are to take them to our Young Eagle events to further engage the kids in flying.

Please see the **Help Needed** column on page 8 for some opportunities to help lead our initiatives in 2025. We will occupy our new hangar space on the new GA Hangar campus and now have a team

of members to plan and coordinate the logistics of this project. Thanks to members Wayne Aldrige, Matt Kerner and Doug Reeves for taking on this responsibility.

Thanks to the generous volunteer members who have contributed through 2024 to help with our many activities, including Saturday morning breakfasts (and grocery shopping), VMC and IMC Club events, fly-ins at 11LL, chapter monthly gatherings, building maintenance, banking, Young Eagles coordination, pilots and ground crews, STEM youth activities and Youth Camp, media announcements, attendance at EAA's Leadership Academy and general planning of events for the chapter. I'm sure I haven't covered all of our volunteer activities here as there are a number of behind the scenes volunteers making a big difference.

As we grow our youth programs, EAA Youth Protection Training is an important step in keeping youth and our volunteers safe. It is required for EAA Young Eagles pilots, YE coordinators and field reps, and for people who work with youth on a regular basis through EAA and EAA chapters. Please take a few minutes and complete the training at: <https://www.eaa.org/eaatrain/youth-protection-training>. We plan to have a good number of youth programs, introducing them to aviation.

And finally, thanks to the many contributors to our Flypaper newsletter, filling it with exciting member activities.

~ Charlie



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. Traveling? These episodes will pass the hours and miles in short order.