

# The Flypaper

Promoting Sport Aviation in Central Illinois for More Than 60 Years



## August Chapter Gathering - Thursday, 8 / 15

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Our speaker at our August gathering is **Dr. Nick Reinhart**. He will speak on the topic of CACI, (Conditions AMEs can issue). CACI is a new procedure that will allow your aviation medical examiner (AME) to issue your medical certificate in the office for some medical conditions that previously required a special issuance authorization.



Dr. Nick Reinhart has been an FAA aviation medical examiner since 2022. He is a board certified emergency physician and has practiced for over 15 years. Dr. Reinhart is a private pilot and a member of the Aircraft Owners & Pilots Association (AOPA). He has been a resident of the Peoria area for the past ten years. He grew up in Milford, IL on a farm where his grandfather flew a Piper Archer and Piper Arrow. He has had an interest in aviation medicine throughout his career. He has completed high altitude chamber training as well as participating in medical missions with the Flying Samaritans in Arizona during his medical school training.

Dr. Reinhart received his undergraduate training at the University of Illinois at Urbana-Champaign. He received his medical degree at Midwestern University – Arizona College of Osteopathic Medicine in Glendale, AZ and completed his residency in emergency medicine at Akron General – Cleveland Clinic.



The chapter will provide burgers and brats from the grill and we ask members to bring a side dish to share.

**6:00 - Potluck Dinner**

**6:45 - Chapter Announcements**

**7:00 - Speaker - Dr Nick Reinhart**



## Mark Your Calendars - Chapter 129 September Fly-In

**Friday, September 20** - September 129 Gathering is at Thacker Airport 11LL

- ▶ Burgers and Brats at 6:00 pm, Movie at Dusk
- ▶ Camping and overnight plane parking

**Saturday, September 21** - Fly-In pancake and sausage breakfast 8 to 10 am



**Chapter 129 VMC and IMC Clubs have resumed in August. We will meet on the first and second Saturdays at 0900. Watch for emails for details.**

*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.*



**EAA CHAPTER 129**  
BLOOMINGTON-NORMAL, ILLINOIS



**D**on't miss these opportunities to sharpen up your piloting skills!! VMC and IMC Club meetings are lead/moderated by experienced CFIs who have researched the month's topic to ensure a quality experience for the members.

- ▶ Complimentary 6 month EAA memberships available
- ▶ Qualifies for FAA WINGS credit



## Chapter 129 Airventure Awards!

**D**avid Pfister's Vintage 1949 Cessna 195 received an Outstanding Aircraft award in the Classic category.

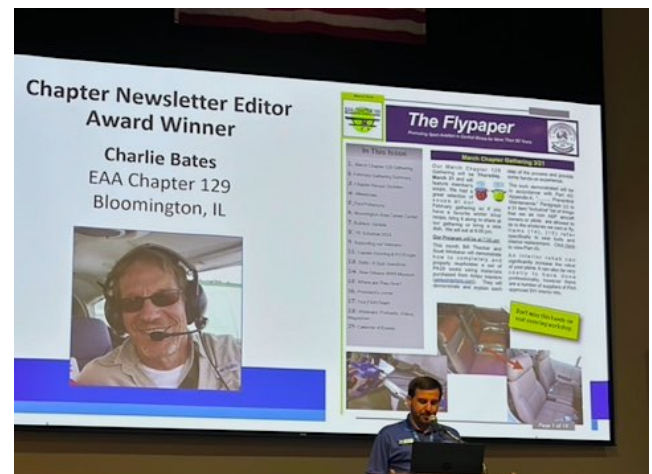
"I was very surprised to see that I had won something when I came back to the airplane late Friday afternoon. The Vintage awards ceremony was Saturday evening at 6. Most of the recipients had already left. A few of us got our awards and a picture taken. The gold Lindy winners were mostly all there."



**T**his year **Charlie Bates** was recognized by EAA as a distinguished Chapter Newsletter Editor. The Flypaper is an institution for Chapter 129 and goes out like clockwork every month to over 300 recipients. The time and creativity Charlie puts into the newsletter is staggering. It is a collection of timely chapter news and events, builder logs, and interesting articles. He lights up when someone has a story to share and especially when he gets to go out and take pictures of a build and get the latest updates from the builder so he can add that to the next edition.

When you see Charlie please thank him for all he does with the newsletter and congratulate him for the recognition the award from the EAA.

-Kirk Sampson, Chapter 129 Communications Coordinator





# Airventure 2024

## First time attending Airventure!

~ Wayne Sampson

As a child I would lie in the shade on our farm in central Iowa and see airplanes going across the sky with amazement. Not knowing at the time that one day I would join the Air Force, work on a project building equipment for a Navy P3 sub chaser and join a great organization, EAA. During my time in the Air Force I had the opportunity to fly in a C130, C54, and in the cockpit of a C141 from Japan to South Korea.

A few years back our sons, Kirk and Darren, were going to go to Airventure and had invited me to join them. But we were living in California at the time and it did not work out. After moving back to Bloomington in May of last year Kirk suggested that I join him for breakfast at the Chapter hangar and it has changed my life. I joined EAA and Chapter 129 and the next thing I know I am the treasurer of this great organization. After hearing about Airventure from Kirk and chapter members I decided to attend. Charlie Bates invited me to join him. Charlie had rented a camper that would be more comfortable than sleeping in a tent.

~See First Airventure Page 5



Chapter 129 Base Camp



Doornbos Base Camp



MWB Base Camp





# Airventure 2024

## ~From First Airventure Page 4

I had been to Oshkosh to the EAA museum in October of 2023 and did not realize how much property Airventure would use. Once we arrived and set up camp the adventure started. Going down to the flight line and watching the hundreds of planes coming in with such precision and order. The EEA's Chapter Blue Barn was my home for much of the time attending classes and wanted to learn as much as possible about how we can grow our chapter. The staff and presenters were so dedicated to the mission of chapters and willing to help in any way possible.

Much of my time was looking up with all the air shows, covering my ears when the military planes were performing. Reminded me of our 3 years at Misawa Air Force base in Japan when the F4s were flying. The night airshow and fireworks on Wednesday night were the highlight of the week. Our chapter had hosted a brats and burger cookout before the show and met members that I had not seen before. What a wonderful time!

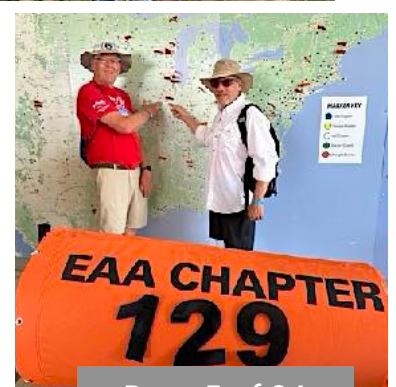
Airventure 2025 is already on my plans for 2025. If anyone has not attended Airventure I would strongly suggest you talk to others chapter members about their experiences at AirVenture and plan to go.



Chapter 129  
August gathering  
with burgers,  
brats and Illinois  
sweet corn.



Wayne  
Sampson  
Treasurer  
Chapter 129



# Airventure 2024

It may be hard to top this year's air show after the just-concluded 71st edition of AirVenture set new marks in overall attendance (686,000), exhibitors (861) and international countries represented (98). Camping was also up for this year's show, with more than 15,000 sites for aircraft and drive-in camping accounting for more than 40,000 visitors.

Wittman Regional Airport alone accounted for 16,870 aircraft operations in an 11-day period between July 18-28, which approximates to around 1,113 takeoffs and landings per hour.

## EAA AirVenture Oshkosh 2024

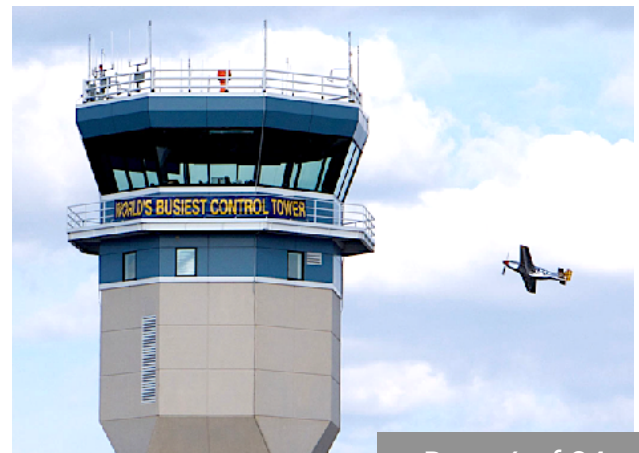
### FAA-Controlled Flights



Airport	Total Flights
1. Chicago O'Hare	18,575
2. Oshkosh	17,695
3. Atlanta Hartsfield	16,753
4. Dallas/Ft. Worth	15,884
5. Denver	15,023
6. Los Angeles	12,789

### Top ten busiest Airports (2022)

- 1) Atlanta, GA. 104 million passengers
- 2) Dubai 87 million passengers
- 3) DFW Dallas. 81 million passengers
- 4) London 79 million passengers
- 5) Tokyo 78 million passengers
- 6) Denver 77 million passengers
- 7) Istanbul 76 million passengers
- 8) LAX 75 million passengers
- 9) Chicago 75 million passengers
- 10) Delhi 72 million passengers

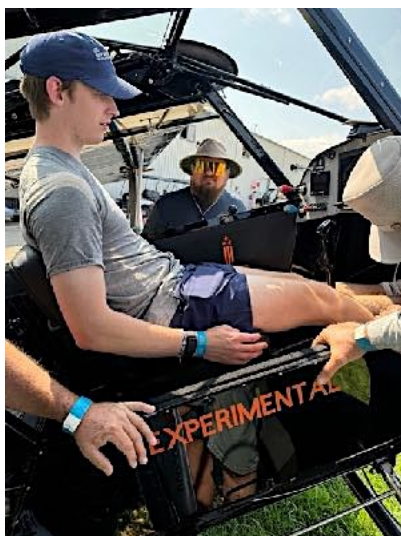




# Airventure 2024



Balloons and fireworks for Janis' B'day!



Lots of leg room



Seminars at the Blue Barn





# Airventure 2024





# Airventure 2024



## Prairie Aviation Museum - 40 Years at BMI

August 2024 is the 40<sup>th</sup> anniversary of the incorporation of Prairie Aviation Museum of Bloomington. Beginning in 1982, the museum was originally a part of a Springfield Illinois group, Heritage In Flight, who were planning the restoration of a B-25 at Springfield. There were 50 members from the Bloomington/Normal area who were known as the Gooney Bird Chapter of Heritage In Flight. To raise funds for the project, members assembled pizzas for sale. This revenue source became the proven fund raiser for several years to follow.

On October 26, 1983, following a special membership meeting, a decision was made to separate from the Springfield group and file new articles of incorporation at Prairie Aviation Museum. On August 1, 1984, the Gooney Bird Chapter was dissolved, and the Prairie Aviation Museum was incorporated by the State of Illinois. The officers were Norm Wingler – President, John Percy-Vice President, Bill Baird-Secretary and Paul Baker-Treasurer.

Following the original focus of the founders, in the Fall of 1983, the board learned of a DC-3 for sale in Stockdale, Texas. In February 1984, the Prairie Aviation Museum purchased the aircraft from Tradewinds Aircraft Sales in San Antonio, Texas.

The purchase price was \$28,000. When N763A was purchased it had not flown for about 14 years. It had sat on the Coffield Airport with all



control surfaces removed collecting moss on the top of its fuselage. It gathered so much moss; locals gave her the nickname “Miss Mossback.”

After contracted work to make the aircraft airworthy for the ferry flight the Museum finally had its first aircraft. Total cost was \$60,000. Prairie Aviation

Museum was later contacted by representatives of Trans World Airlines in St. Louis offering to paint the DC-3 in Ozark Airlines livery and have it on display for their 50<sup>th</sup> anniversary. The improvement was well received.



During the following years, PAM sponsored a series of airshows, “A Day at the Airport” and many social events welcoming the public to the Bloomington airport. PAM renovated the vacant Bloomington airport

terminal and brought a Challenger Learning Center to town in the early 2000’s providing students education about space travel.

~See PAM Page 11





# Prairie Aviation Museum - 40 Years at BMI

*~From PAM Page 11*

PAM continued to acquire aircraft on loan by the National Museum of the United States Air Force and The National Naval Aviation Museum. In addition, two helicopters and three civilian aircraft and a flight simulator have also been acquired privately.

Weekly, a team of volunteers work to maintain and improve the aircraft and artifacts on display.

Over the past 40 years, the museum has grown, changed its operations, transferring the Challenger Learning Center to Heartland Community College, selling the DC-3, and discontinuing the sponsorship of local airshows.

Today, operated totally by volunteers, PAM hosts open weekends, monthly "Open Cockpit Days"

where hundreds of families tour the aircraft and visit with volunteers who share their aviation knowledge. Local schools, home schools and day care centers bring groups of students to tour the museum and learn about aviation and space. Hundreds of rare aviation and space artifacts are on display inside the museum.

Because of the dedication of our volunteers and continued service to the central Illinois area over the past 40 years, PAM has earned the distinction as one of the best small aviation and space museums in the country.

A special celebration of the 40-year anniversary will be held August 17 at the museum.

*~ Doug Reeves*





## Members on the Move



## Milestones

Chapter 129 members achieving  
their goals in aviation



Eva McCue soloed in  
the Cub on July 7 and  
in the 172 on August 5  
at Thacker Field 11LL



Jackson Zimmerman  
received his Multi-engine  
certificate on July 8 with  
Louisville Aviation



Cam Baker received his  
CFII on July 19 at the  
Institute of Aviation,  
Parkland College

*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

July 2024





## Applying For a Special Issuance

May 24, 2019, nine miles into a bicycle tour from Lincoln City Or. to Missoula Mt. I was short of breath, breathing hard and nauseated. I realized I was not going to make it over the coastal mountain and that something was wrong. I called Cody Miller, and he came, picked me up and took me to the Salem Health emergency room. After an EKG, which was normal, the attending doc was going to release me and have me come back on Monday for further testing but decided to do a blood test for troponin. When the results came back, they admitted me with the diagnosis of a non-stemi cardio infraction or an asymptomatic heart attack. News that nobody, let alone a pilot, does not want to hear. Open heart surgery was performed on May 26. Sadly, I thought my flying days were over.

I went through rehab here and have been doing well and decided to build an airplane with the idea that there might be a possibility of at least getting a third class medical and then going with Basic Med.

From the reports of others and from my research I know it was going to be a process with a lot of testing and reporting to the FAA medical division. There was also the risk of receiving a rejection and becoming ineligible for Basic Med. In early September of last year, I decided to move ahead and made an appointment with an AME that a friend recommended. The exam was completed, and paperwork transmitted to the FAA and as expected no medical was issued. Finally, Dec 19th I received a certified letter from the FAA requesting testing for everything I had ever

reported in over fifty years of flying and medicals. It was supposed to be done in ninety days from the Dec 11th date on the letter. I contacted my

Cardiologist, Family Physician, and eye specialist with a list of testing requirements and made appointment for the examinations and tests. Because of the cooperation and work of the three doctors I was able to meet the FAA

requirements and sent the testing and examinations reports by certified letter, which was received and signed for on March 1.

By May I had not heard anything from the FAA and

John Rettick suggested I call the regional AME office which I did and left a message. They responded in a timely manner and confirmed the paperwork was received but the Oklahoma office was short staffed, and the papers were sequenced to be reviewed and to call or email in six weeks. I emailed again in late June and was told that it was going to take 120 to 150 days from the submittal date for the reports to be reviewed and the decision made as to the special issuance.

In the meantime, we planned to attend EAA Air Adventure at OSH. Monday while eating lunch a gentleman joined us and we struck up a conversation. It turned out that he was a surgeon and AME from Waukegan. He stated that special issuance requests are only reviewed three to four times a year by a group of doctors that meet on Zoom. He then gave me a doctor's name that was at the FAA's medical booth that might help. Tuesday, I stopped in at the booth and talked with the woman at the kiosk and after asking for photo ID she pulled my records up and said that a doctor would review them at the show, and I should check back later in the day.

*~See FAA Page 14*



**Open heart surgery was performed on May 26. Sadly, I thought my flying days were over.**



**Federal Aviation  
Administration**



## Applying For a Special Issuance

### ~From FAA Page 13

When I checked later, she said the review was complete, but she did not have time to write the letter of response and she would email it to me.

We left for home early Wednesday and I still had not received an email. Thursday, I received a call from the same woman wondering if I was going to pick up the papers at the FAA Safety building. I said we had to leave on Wednesday, and I was unable to do so. She said she would mail them next week.

Then I asked what the letter said, anticipating the reply would be that she could not give that information on the phone. However, she said, "We have issued a third class medical." My response was "Hallelujah!". The wait has finally ended.

The conclusions I have drawn from this experience are that the FAA Regional AME offices are helpful and responsive, and the FAA really needs to reform the medical review process. It should not take so long. ~ Roger Kennell

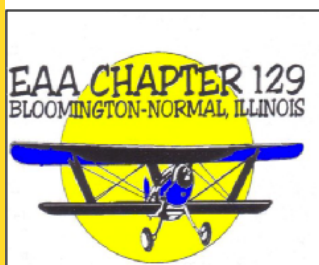
## 90 Minutes in a 737 Simulator

I don't wish ill of anyone but usually when I get on a commercial flight in the back of my mind I'm thinking maybe the captain and first officer ate bad fish for lunch and after we have leveled off at 32,000 feet a flight attendant will come up to me (because I'm wearing a cool EAA Shirt) and discretely ask if I could help out in the cockpit. Once up front I would find the pilots are ill and need me to land the plane. The rest of the fantasy doesn't end so well because I now know that at best, there's a 90% chance that I will bend the plane and about 85% chance that a good portion of the people on the plane will require emergency transportation to a hospital, or worse.

My Father's Day gift this year was special - Carmen and the kids purchased a simulation experience for me in a 737 at <https://www.extremeflightsimulation.com/> in Gurnee, IL where I could select missions that would fit into a 90 minute window. Collin joined me in the simulator jump seat and watched as the simulator coach and I flew a circuit at O'Hare out over the lake and back to get a feel for the simulator and see the awesome view of the Chicago skyline. This was followed by the Hong Kong checkerboard approach, a bounced landing in Kona, HI, and finished the session with a trip from BMI back to ORD.



The simulator was immersive and I gained a huge appreciation for knowledge, skill, and teamwork required to operate a jet. It also motivated me to want to learn more and to figure out how Chapter 129 can provide simulation experiences for members and public, and to more importantly incorporate simulation in our STEM programs to add a layer of practical application to the learning. I've started putting together a simulator at home and will share that experience as it all comes together.





# The “Two Bucket” Theory

I recently found myself making reference to the two-bucket theory in a flying discussion. This “Two Bucket” metaphor has been used and reused by instructors and pilots alike for many years thus gaining a life of its very own. I did not do an adequate job of explaining this “theory” to my recent audience, and so, this attempt to convey my own version in more detail.

So here goes.

A pilot, or student, has two buckets from which to draw throughout his years as a flyer. There is the Skill Bucket and then there is the Luck Bucket.

The Skill Bucket, also known as “Experience” (linked inexorably with decision making) begins its flying life journey with you, you guessed it – totally EMPTY.

The Luck Bucket begins its flying life with you, for the sake of this theory – completely FULL.

The basic principle states that as you proceed through your flying career and begin to fill your Skill (Experience) bucket, you unavoidably consume from your Luck Bucket. Continuing throughout your flying and training evolutions, which adds to your skill and experience, you naturally and simply use up your luck. Luck in this reference is considered to be a commodity in which supplies are finite. Whereas, Skill in this

reference is something that can be enhanced, added to, and is therefore infinite in terms of its potential supply. I can certainly attest to this notion, with many examples from my own flying career, that this “theory” has merit and therefore value. I would bet you have some stories of your own. The overall concept is to *fill* your Skill Bucket before you *empty* your Luck Bucket.

So, even if you were to only use the two-bucket theory as a tool during those postflight moments of clarity when your personal debriefing includes thoughts of “I’ll never do that again!” It is well worth the deployment of its theoretical premise. This is the very essence of a pilot’s painful process whereby we gain experience, which informs good decision making, yet emanates from bad decision making.

Otherwise known as a beginners unusually high reliance on something as difficult to define and quantify as luck, to get by until more substantive skills and experiences can be attained.

Whether we see the validity of utilizing the Two Bucket principle as a self-critique tool or not, I think we could all agree that, relying solely on luck as a primary tool in avoiding pilot induced errors is a losing proposition. To look at this another way, if I have more experience than you do, it may be because I’ve simply gotten away with more bad decisions than you have.

~ Jay Allen



## Volunteers Needed - Stearman Fly-In

The **Stearman Fly-In**, hosted in Galesburg (KGBG), is looking for volunteers to help with aircraft greeting during the Fly-In week, **September 2nd-7th!** Please click on the link to volunteer:

<https://www.signupgenius.com/go/60B0B4BAAAF22A1FE3-49178154-stearman/>

Greeters will be the first line of contact with new pilot arrivals. You will show them where the parking area is, give them their arrival packet and point them in the direction of registration.

As a thank you for volunteers, a FREE stearman ride will be raffled off EACH DAY for those who volunteer that day! The ride will take place the day you volunteer, weather permitting.

If you have any questions, please reach out to Phillip Wolford ([phillipw@jetair.com](mailto:phillipw@jetair.com)). Otherwise, when you register, you will fill in your contact information which will be used by the coordinators to get in touch with you regarding any pertinent information.



## Builder Updates

### Launch of the N880TM Tango II

Although it started life as a “build-fast, fly-fast” project, my Tango 2 is an eleven-year labor of love that took flight on December 13. Absolutely no effort was made to push along progress – I worked on it without regard to a completion date. There was just steady progress sprinkled with a lot of humorous experiences and a couple of uncomfortable surprises, especially when it came to fitting the engine under the cowl.

The Tango II is a 1980's-era kitplane made by Team Tango, a company with a build-center paradigm that never seemed to catch on. It was always my intent to build it at home, but it was a challenge because a lot of the airframe's processes and techniques were meant to be performed by their staff at the factory or under shop supervision. I would call it a 30% kit. And I'd build one again in a heartbeat.

Instead of utilizing the build-center concept, I dragged my airframe to my home workshop on a factory-loaned purpose-built trailer from central Florida, but only after building wing-fuselage assembly. A unique feature of the Tango II is the one-piece main spar. This meant traveling 1,532 miles with the 24-foot wings attached.

Once home, it became evident that there was a lot the build-center would have accomplished that would be mine to complete, some of which needed to be designed and built from scratch:

- Door latches and latch mechanisms
- Seat adjustment and reclining mechanisms
- Engine controls and throttle quadrant
- Engine induction system
- Wheel pant attachments
- Engine cylinder cooling
- Oil cooling system
- Cockpit heating

Yet the “factory guy” and test pilot, Denny

Funnemark, was more than helpful with suggestions plus an occasional free part or two. His generous help turned what could have been a frustratingly painful experience into a wonderful engineering collaboration. Testimony to the 30% nature of the kit is the boxes of custom home-made tooling I saved that were made from chunks of wood and metal. Recently looking through the



boxes, I realized that half of this tooling I have no idea for what it was used.

Mine is serial number 26, attesting to the Tango's uniqueness on any flightline. However unique it is, the Tango II will frequently be confused as a fixed gear Glasair. So I lovingly refer to my Tango as “the fast version of a Glasair.” It has a 190 hp Superior fuel-injected XP-360 with a pair of E-Mags and 9:1 compression into a Vetterman 4-into-2 exhaust system. The prop is three-blade constant-speed Whirl Wind. The avionics is all Dynon, divided into two independent, redundant systems – a single SkyView 10” display and the venerable EFIS-D10A. I also chose to install the Sindberg-Perkins “better fuel system” designed to improve the fuel system safety of low-wing GA aircraft.

Build time was 2,910 hours up through the FAA's DAR inspection.

*~See Tango Page 17*





## Builder Updates

### ~From Tango Page 16

That number only counts the actual hands-on construction time, having chosen not to log the time spent designing and fabricating the custom tooling and procuring parts; adding this could have easily added 50% to the total. The aircraft is still in white primer, in which it will remain until tuft-testing is complete and any subsequent aerodynamic modifications have been made.

Having flown a 70-mph Kitfox for 28 years with an occasional 172 thrown in, I decided long ago I was not qualified for the initial flight testing of an airplane with a wing-loading of 26 pounds per square foot. But long-time friend and EAA member Brad Delisle volunteered to do the honors of the first flights. Although he'd had no experience with flight test, he is engineering-oriented and is a current check pilot for Sky West with experience as an Alaskan bush pilot, a Grand Canyon air-tour pilot, an all-weather east coast regional cargo pilot, and a GA flight instructor. (Brad once sent me a snapshot from the left seat of his cargo-laden Metroliner in Buffalo as he passed up the follow-me truck that had gotten stuck in snow.)

The first flight was totally uneventful, as has been the flight testing to-date. However, because it's not an aluminum can, a few refinements are yet to be made here and there, especially with engine cooling. Flight controls are extremely responsive at cruise and higher speeds. However, at pattern and approach speeds it's best to keep a very close eye on things.

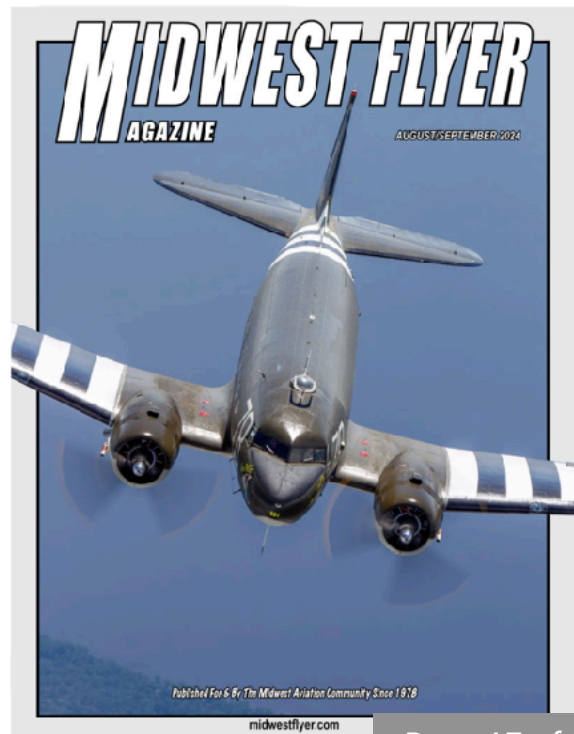
The EAA's Task Based flight test program has been a huge improvement over the mandatory 40-hour fly-in-many-circles flight test program of yesteryear. However, because of the way the Tango was constructed, I'd chosen to fly a modified version of that task-based program. Brad and I have already explored some corners of the flight envelope. We've been at 58 knots and 207 knots.

Yet the flight-test saga continues. To get the full story of the flight testing in progress, please come to the EAA Chapter 129 Gathering on October 17th for my presentation. And to hear why it's flying with the wrong spinner. Bring popcorn.

- - Mike Perkins

Be sure to check out the August/  
September edition of Midwest Flyer  
Magazine

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



# Young Eagles 2024



**Dustin Davis Young**  
**Eagles Coordinator**

Hi Flyin Friends,

Our next Chapter 129 scheduled event is **August 17** at BMI, coordinated with the Prairie Aviation Museum's 40th anniversary. We are expecting a big crowd, especially a number of walk-ins that discover our event while attending the PAM Open Cockpit Day event. Please

consider signing up as we will need a number of pilots and ground crew.

We continue to work with our sister Chapter 29, sharing pilots and ground crew members. Be sure to check in on the scheduled events to see where our YE Coordinators need help at each event.

## **Chapter 129 YE RallyDates:**

April 20th - **Cancelled -WX**

May 18th - Pontiac Municipal Airport

June 15th - **Cancelled -WX**

August 17th - Bloomington

September 21st - TBD

October 19th - TBD

## **Chapter 29 YE Rally Dates:**

March 9 Mattoon KMTO

April 13 - Champaign KCMI

May 11 - Mattoon KMTO

June 8 - Champaign KCMI

July 13 - Mattoon KMTO

August 10 - Champaign KCMI

September 21 - Champaign KCMI

October 19 - Mattoon KMTO

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

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





# Crosswinds Flying Club

menus

**Home Base:** Central Illinois Regional Airport (KBMI), Bloomington, Illinois, and Willard Airport (KCMH), Champaign, Illinois

**Aircraft:** Piper Warrior, Piper Archer (2), Piper Arrow (2), Piper Dakota (2)

**Year founded:** 1967

**Approximate Membership Size:** 102

**Buy-In:** \$500

**Dues:** \$160/month

**Hourly Costs:** \$90-\$140 (dry/tach), depending on aircraft

**Website:** CrosswindsFlying.com

**LIKE THE KEY CITY FLIERS**, the Crosswinds Flying Club in Illinois also focuses on low-wing Pipers, a range that offers a progressive increase in capabilities and performance.

"We have a Warrior, we have two Archers, we have two Dakotas, and we have two Arrows," said Jason Jording, EAA 1393385, club secretary.

The club, which was founded by an Ozark Air Lines pilot in 1967 and based in Bloomington, Illinois, has seen a lot of growth recently, so much so that the group recently added a second location.

"We have two locations that we operate out of currently, both Bloomington and Champaign," Jason said. "Our current membership is 102 members for Crosswind. And I can tell you when I joined [in] 2020 ... we were at about 31 members."

How to explain that growth? Club Treasurer Charlie Bates, EAA 1151506, who is also president of EAA Chapter 129, had a simple and direct answer.

"Thank you, social media," he said. "Facebook people saw it, and we started getting emails and questions and phone calls."

The club was quick to take advantage of the growing interest, adding additional aircraft and then opening the second location.

"We're going to open this up and help people who want to fly airplanes, fly airplanes," Charlie said. "And that's kind of our mantra now."

Within two months after opening, the Champaign location had 10 local members.

Managing a fleet of seven airplanes in two locations, with more than 100 members looking to fly or learn to is no small task.

"It's a very large club, and there's a lot of moving parts," Jason said. "There's a lot going on, but we do it with no paid staff. This is all folks that care."

Crosswinds charges \$500 as an ownership buy-in, \$160 per month as dues, and varying hourly rates for the aircraft themselves.

"Our Warrior and Archers are \$90 per hour dry, our two Dakotas and our one Arrow are \$110, and our new Arrow with the glass is \$140 an hour dry," Charlie said. "And that's tach time."

In addition, the club requires members to buy \$140 of flying time each month. This money can be banked, but it's meant to encourage members to fly regularly and stay current. Charlie estimated that about 25 percent of the club's members are students who are learning to fly, another 25 percent use the fleet for longer trips, while the rest fly locally just for the joy of it.

The club itself has an annual meeting, and occasional other activities, but most of the social events are managed by Chapter 129.

"Our EAA chapter kind of fills that gap, because we do a lot of fly-ins and breakfasts," Charlie said. "[The chapter does a] pancake breakfast here every Saturday, and we have a lot of Crosswinds members that take part in that."

"EAA has the role around here of creating the passion to fly," Jason added. "And Crosswinds has the mechanism to make that passion happen."

Jason has some sound advice for anyone looking to start or grow a flying club.

"You have to have the people ... who want to be members," he said. "But ... you've got to have a Charlie because without him, you can't do the business aspect. The Crosswinds president, Jason Kieser, he's got a vision about what he believes the place ought to be. ... That's how Crosswinds has been able to shoot ahead, because we've had the right folks doing what they're good at."



PHOTOGRAPHY COURTESY OF CROSSWINDS FLYING CLUB

84 SportAviation August 2024



In the August issue of EAA's Sport Aviation magazine, Crosswinds Flying Club, Inc. was featured as part of their series titled "FLYING AFFORDABLY WITH FRIENDS." The article features five successful flying clubs and examines the values of a club over private ownership.

## Do You Know These 6 Rules-of-Thumb?

1) If you have a 100 knot groundspeed on final approach, how fast do you need to descend for a 3 degree glideslope?

- a) 400 FPM      b) 450 FPM      c) 500 FPM      d) 550 FPM

2) True airspeed increases about \_\_\_\_\_ per 1,000' of density altitude.

- a) 1%      b) 2%      c) 5%      d) 10%

3) At a 1 degree descent angle, for every mile you fly, you'll descend \_\_\_\_\_ feet.

- a) 50      b) 100      c) 250      d) 1000

4) You're tracking a VOR. You're at 30 DME, and you're off course 1 degree. How far off track are you?

- a) 1/4 mile      b) 1/2 mile      c) 1 mile      d) 2 mile

5) Add \_\_\_\_\_ the gust factor to your windy-day landings.

- a) 1/4      b) 1/2      c) 2 times      d) 4 times

6) You're descending from 3,000' MSL to 1,000' MSL at 500 FPM. You're flying 120 knots groundspeed. How far will you travel by the time you reach 1,000' MSL?

- a) 6 miles      b) 8 miles      c) 10 miles      d) 12 miles

EAA CHAPTER 129  
BLOOMINGTON-NORMAL, ILLINOIS



Quiz courtesy of **boldmethod** ▶

See answers on Page 23



EAA Chapter 1382 Invites you to  
**Fly with the “Sky Soldiers”**  
**Greenville, IL Airport**  
**Saturday August 24 • 9 AM - 4 PM**



Army Aviation Heritage Foundation,  
Gateway Chapter from Creve Couer, Mo  
will offer rides in their UH-1 “Huey”  
and AH-1 “Cobra” at Greenville airport Open House.

**Ride Prices: Huey \$125 • Cobra \$800**

To purchase advance tickets, go to [armyav.org](http://armyav.org)

**Pancake and Sausage Breakfast 8am-noon.**  
**Wes Porchot BBQ Noon to 4 pm.**

For “Airstravaganza” information call or text 618-322-3532. For questions about the  
Army Aviation Heritage Foundation: Gateway (MO) Army Aviation Heritage  
Foundation or call 636-362-4839 “Airstravaganza” is hosted by: EAA Chapter 1382/  
Greenville Pilots Association

Organized by Greenville Pilots/ EAA 1382  
with assistance from Greenville Airport Authority.  
For more info, contact 618-664-0926 or 618-322-3532  
or find us on Facebook.



**Spend a day at the airport with us!**



Another Airventure is in the books and soon I will be unpacked and getting back to my usual routine. Each year, Airventure is a different experience for me. This year, I brought an RV camping trailer with me and have graduated from spending 10 days in a tent. The hot days and storms of the past few years helped convince me to move up. But the storms didn't come this year and the highest temperatures were in the 80s. It was a very comfortable Airventure unless you didn't bring enough blankets for the cool 60 degree nights (Doug).

I also decided to forego my regular plane-marshaling job in the South 40 this year to explore more areas of the EAA grounds. I shared my cozy RV with our new Treasurer and Development director, Wayne Sampson. This was his first trip to Airventure and he wanted to learn as much as he could about EAA operations. We pieced through the many seminars offered by EAA Staff at the Blue Barn and spent most mornings there. We attended 14 seminars in all and brought back many pages of notes and ideas for our chapter. It was a bit like attending a Leadership Academy with a number of seminars by chapter leaders on topics like *How to run a week long kids camp*, *How to implement Aeroeducate*, *Fund raising*,

*How to write a successful newsletter*, *501-C3 implementation and tax advantages*, +++. These presentations were very well done and offered chapter leaders an opportunity to meet and share best practices.

I worked with our sister chapter 29 Thursday morning serving breakfast for 931 hungry campers in the EAA Chapter Pavilion. They set a record for the most breakfasts served in the 6 years of the event.

I encountered more than 25 Chapter 129 members at Airventure in different areas on the field, although I missed the annual chapter photo at the arch due to a conflicting seminar. Wednesday night we had our chapter burger and brat gathering at our Knapp Street encampment, after which we loaded up our chairs and headed to the Metro Warbirds camp to watch the night airshow and fireworks. Airventure becomes a destination for more than 680,000 people, a small city with many small neighborhoods and a common theme of aviation interest. It is a must-see event for anyone involved in aviation.

~ Charlie



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!



  
**Webinars**  
INTERACTIVE | EDUCATIONAL | MOBILE

**THE GREEN  
DOT**

**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.





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

**FAASteam**  
Safer Skies Through Education



**FAA**  
Aviation Safety

## WINGS - Pilot Proficiency Program

The objective of the WINGS Program is to address the primary accident causal factors that continue to plague the general aviation community. By focusing on this objective, we hope to reduce the number of accidents we see each year for the same causes. As you will see, it is not a simple "Award" program but is instead a true proficiency program, designed to help improve our skills and knowledge as pilots.

The **WINGS** - Pilot Proficiency Program is based on the premise that pilots who maintain currency and proficiency in the basics of flight will enjoy a safer and more stress-free flying experience.

You select (in your Airman Profile) the category and class of aircraft in which you wish to receive training and in which you wish to demonstrate your flight proficiency. Requirements for each aircraft category and class include specific subjects and flight maneuvers. To ensure you receive a well-rounded learning experience, only certain flight activities fulfill specific credit requirements. More information about how these subject areas are selected is available on your MY WINGS page.

The program encourages an on-going training program that provides you an opportunity to fly on a regular basis with an authorized flight instructor.

The program is most effective if the training is accomplished regularly throughout the year, thus affording you the opportunity to fly in different seasons and in different flight conditions.

Reviewing and refreshing your knowledge is just as important as actual flying. To meet this goal, we provide you many opportunities to complete online courses, attend seminars and other events, and participate in webinars. Many 3rd party activities, such as those offered by AOPA, ASA, Sporty's, Gleim Publications, and others, qualify for WINGS credit and will indicate such credit on their web site.

In almost all cases, arrangements have been made with the FAASteam to automatically provide WINGS credit after the activity. However, please allow at least 24 hours before inquiring about WINGS credits. Remember, if you have questions about a course or activity, check with the provider. If you have a question about the WINGS Program, contact [faasafety@faa.gov](mailto:faasafety@faa.gov)

Note that completion of any Phase of WINGS satisfies the requirement for a flight review. So not only will you complete a review of the most common weak areas that have led others to the accident site, but you end up with a flight review, as well!

**Note that completion of any Phase of WINGS satisfies the requirement for a flight review.**

### Answers to questions from Page 20

- 1) c - The rule of thumb is "5 times your ground speed".  $100 \text{ knots} \times 5 = 500 \text{ FPM}$  descent required to maintain a 3 degree glideslope.
- 2) b- True airspeed increases 2% per thousand feet. If you're flying at 10,000' DA, your true airspeed is 20% faster than sea level!
- 3) a - A 1 degree descent gives you a 100 foot descent over 1NM.

4) b - For a VOR, at 60 miles, 1 degree of track error is 1 mile off course. So if you're half the distance, you're half the track error.

5) You should add half the gust factor to protect yourself from windshear and a possible stall on final. If the winds are 10 knots gusting to 20, you have a 10 knot gust factor. Add 5 knots to your final approach speed.

6) If you need to descend 2,000', and you're descending at 500 FPM, it will take you 4 minutes to get to your target altitude. At 120 knots groundspeed, you're traveling 2 miles per minute. If you fly 2 miles per minute for 4 minutes, you'll fly 8 miles.



## EAA Chapter 129 2024 Calendar of Events

June 7 - 8 - Thacker field Fly-in and Monthly Gathering

June 25-26 - Children's Museum Summer Camp

June 29 - YE Rally Lincoln

July 24 - Chapter Gathering at Airventure

July 22-28 - Airventure!

Aug 3 - IMC Club 0900

Aug 10 - VMC Club 0900

August 17 - YE Rally Bloomington

Sept 20 - Friday 129 Gathering, Thacker Field

Sept 21 - Fly-In Pancake breakfast, Thacker Field

Oct 19 - YE Rally Bloomington

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



EAA 129 Event Calendar

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



### EAA Chapter 129

Charlie Bates - President

Wayne Sampson - Treasurer

Jason Jording - VP

Doug Reeves - Secretary

Dustin Davis - 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>