

The Flypaper

Promoting Sport Aviation in Central Illinois for More Than 60 Years



HAPPY NEW YEAR!

President's Corner

Charlie Bates

In January, 2023, three members of Chapter 129 headed North to Oshkosh for the three day annual Leadership Academy at EAA HQ. Bill Thacker, Doug Reeves and I came back with notebooks full of ideas for our chapter for 2023. The event is a crash course on running your chapter and a deep dive into what leaders can do to make your chapter a better experience for your membership. It paid dividends for Chapter 129 in 2023. See page 2 for some highlights.

We added events with fly-out gatherings, fly-in pancake breakfasts, brought the Tri-Motor back, added a VMC Club, had a record year flying Young Eagles and are making progress getting a STEM program going.

All of these activities require the leadership and help from volunteers and we had a number of members step up and take ownership of critical areas in the chapter. Too many to mention but if you attended our activities, you saw them in action. This is what makes a chapter successful.

On January 26, 2024, five members from the Chapter 129 leadership team plan to make the

trek to Oshkosh for the 2024 Leadership Academy. This might be a record for any chapter and I am ecstatic to see the interest and commitment from our team. I am eager to see what they bring back for us as we put our 2024 planning together.

Happy New Year! I'm looking forward to an active, exciting 2024 for Chapter 129.

~ Charlie



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2023 leadership academy class

January Chapter Gathering 1/18

Our January Chapter 129 Gathering will be Thursday, Jan 18 and will feature member's chilis. If you have a favorite chili recipe, bring it along to share at our gathering or bring a side dish. We will eat at 6:00 pm.

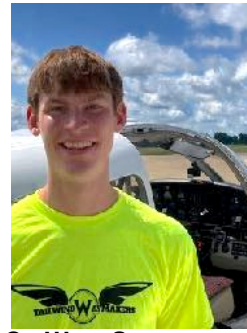
At 7:00 pm we will present our end-of-year service awards and provide an update on opportunities for Chapter 129 on the new GA Campus at BMI.



EAA Chapter 129 - 2023 in Review



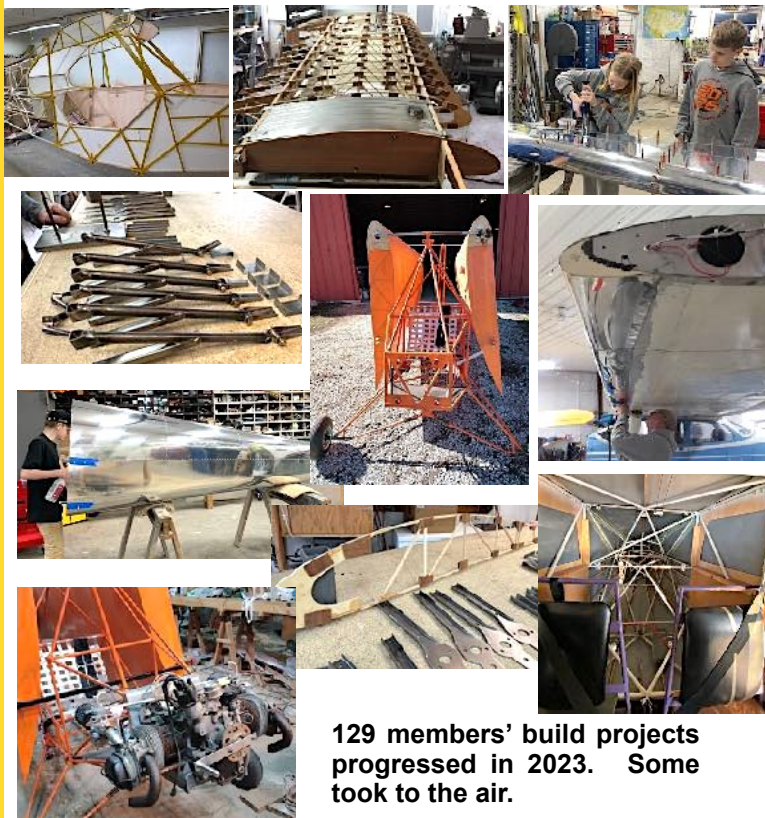
Chapter 129 Members Gather at Oshkosh



Collin Sampson was chosen as our 5th Ray Scholar



2023 marked the start of 129's monthly VMC Club events



129 members' build projects progressed in 2023. Some took to the air.



A new Chapter sign!



Return of the Ford Tri Motor

Chapter 129 members supported our American Legion performing fly-overs at veteran funeral events



Chapters 129 and 29 worked together to fly over 400 Young Eagles



Our Fly-out gatherings and Fly-in pancake breakfasts were well attended. Dinners, breakfast and hangar movies.



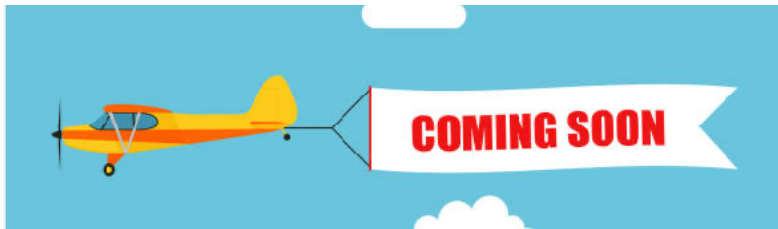
Chapter 129 VMC Club - January 20

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.

Don't miss this opportunity to sharpen up your piloting skills!! VMC Club meetings are lead/moderated by experienced CFIs who have researched the month's topic to ensure a quality experience for the members.

Our VMC Club meetings in 2023 included the following topics:

- *What is a special VFR clearance and under what conditions can a pilot use one?*
- *Cross country flight planning and execution*
- *Sectional Charts - What do those big blue numbers mean?*
- *Right of Way in controlled airspace at airports*
- *Aircraft engine leaning procedures (great discussion!!)*
- *Frost and icing management*
- *What are the requirements for pilots' use of supplemental oxygen under Part 91?*
- *When planning a VFR departure, what is the standard climb gradient that an aircraft is expected to be able to meet to clear obstacles?*



We are excited to add the Chapter 129 EAA IMC Club in 2024

Stay tuned for more information on this addition to our chapter's offerings for our membership



- **January 20 0900**
- Complimentary 6 month EAA memberships available
- Qualifies for FAA WINGS credit!
- Come early for breakfast

January Question of the Month:

Question: How do V_x and V_y change as an aircraft climbs to higher altitudes? What is the altitude at which V_x and V_y are the same?

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!





Milestones

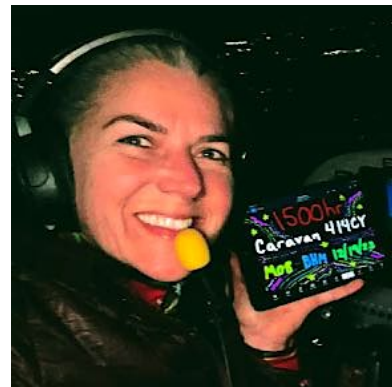
Chapter 129 members achieving
their goals in aviation



Jackson Zimmerman, CFI at SIU School of Aviation passed his CFII check ride!



Jason Kieser got his tailwheel endorsement with Larry Whitbeck in his 'new' Cessna 120



Shannon Fegley reached her 1,500 hour milestone in Grand Caravan N414CY



Yep, it is that time of year again!

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

You can mail your payment to:

EAA Chapter 129
2825 E Empire St
Bloomington, IL 61704

PAUL POBEREZNY - Founder, Experimental Aircraft Association

Paul H. Poberezny was one of the most decorated men in the international aviation community, having received literally hundreds of trophies, awards and honors for his countless contributions to the world of flight. He was a 1999 inductee to the National Aviation Hall of Fame in Dayton, Ohio, America's place of honor for its most legendary aviators, and in 2002 received the prestigious Wright Brothers Memorial Trophy from the National Aeronautic Association. Paul was best known, however, as founder of the Experimental Aircraft Association (EAA), which has often been described as the world's most dynamic aviation organization. Each year, EAA's international Fly-In Convention, named "EAA AirVenture," draws more than 500,000 people and 10,000 airplanes to Oshkosh, Wisconsin, for one of the world's premier aviation events.

Paul organized the first Fly-In in 1953, the same year he founded EAA with a handful of other aviation enthusiasts in Milwaukee, Wisconsin. From the basement of his Hales Corners (Wisconsin) home, Paul and his wife, Audrey, nurtured the small group and watched it grow each year. Paul toured the U.S. and other nations on behalf of EAA, spreading a "grass roots" aviation message far and wide. He made frequent trips to Washington, D.C., to speak to Congressional leaders and federal aviation authorities, where he defended the rights of amateur aircraft builders and sport aviation enthusiasts while earning his livelihood as a military pilot and aircraft maintenance officer. Even after his retirement, Paul continued to be one of aviation's leading spokesmen, representing the interests of EAA members at local, national and international events.

Paul Poberezny saw something more in an airplane than a fuselage, wings and a propeller when he founded the Experimental Aircraft Association (EAA) in the basement of his Hales Corners, Wis., home in 1953. He looked at an airplane in flight and realized it captured the inherent right of every man and woman to fulfill their great hopes and dreams . . . and to realize their

full potential as they reached toward the sky. Paul had a vision of personal freedom that is so beautifully symbolized in aviation's rich heritage. It was a vision that captured the essence of the freedom made possible by flight.

Paul was born in 1921 to Peter and Jettie Poberezny, who instilled in their son a respect for other people and a passion for the family's Ukrainian (Peter) and Irish/Dutch (Jettie) heritage. That passion soon manifested itself in an undying love for airplanes and an unquenchable thirst for aviation knowledge. To understand Paul's life-long devotion to aviation, one needs only to understand his motivation. Quite simply, Paul has been in love with aircraft since he was able to say the word "airplane." As a young child, he built model airplanes, quite often from scratch. By the time he reached high school, Paul was ready for even greater challenges. Mr. Homer Tangney, Paul's high school history teacher, encouraged Paul's interest in aviation by giving him a battered Waco primary glider. Soon after, Paul had the glider completely restored and taught himself how to

fly it. At the age of 16, Paul flew for the first time. Over the course of the next year, Paul went aloft in the glider more than 2,000 times. By the time he reached 17, Paul was ready for powered flight and soloed in a 1935 five-cylinder (70 HP) Porterfield. He never looked back.

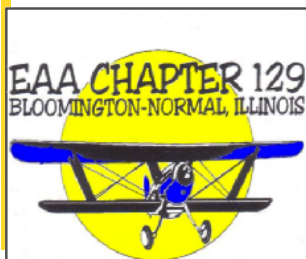
~ See Paul Page 6



A mid-1950s photo of Paul and Audrey Poberezny working on EAA business in the organization's first "headquarters" - the basement of the Pobereznys' house in Hales Corners, Wisconsin



Paul Poberezny in the Waco primary glider given to him by Homer Tangney, one of his High School Teachers



Continued - Paul Poberezny

~ from Paul Page 5

Peter Poberezny recognized his son's love for aviation and soon had saved up \$250 — a large sum of money at that time — to buy Paul his first airplane, a 1928 American Eagle powered by a World War I OX-5 engine. Since that time, Paul has logged more than 30,000 hours of flight time in just about every imaginable aircraft, from "homebuilts" to military jet fighters, transports, bombers and air refueling tankers. His distinguished military career spanned almost 30 years, during which time he was a pilot, test pilot and combat veteran. Having attained the rank of Lieutenant Colonel, Paul retired from active duty in 1970 to devote his full-time energies to the growing responsibilities of EAA. Before retiring, Paul became the only person to have received all seven aviation wings the military had to offer — glider pilot, service pilot, rated pilot, liaison pilot, senior pilot, Army aviator and command pilot.

Paul Poberezny flew nearly 500 different types of aircraft during his lifetime, including more than 170 amateur-built (homebuilt) airplanes. These include some of the famous military aircraft in our nation's history . . . Bell P-39 "Airacobra," Curtiss P-40 "Warhawk," Republic P-47 "Thunderbolt," Vought F4U "Corsair," North American P-51 "Mustang" and the North American P-64, to name a few. He also flew in the left seat of the Boeing B-17 "Flying Fortress," the Curtiss C-46 "Commando" and numerous other military airplanes.

During his life, Paul designed 15 airplanes, including the "new" Baby Ace, a high-wing, single place, open cockpit aircraft and Super Ace; the low-wing, single place Pober Sport; the Volkswagen-powered Pober Pixie; the two-place Pober Jr.

Ace; the single-place, aerobatic Acro Sport biplane; and two Acro Sport IIs, among others. He maintained an active airplane workshop until the time of his death.

A man of limitless energy, Paul was best known as the Founder and guiding light of EAA and as well as one of the world's largest and most significant aviation events — the annual EAA AirVenture Oshkosh. Originally organized by Paul at Curtiss-Wright (now Timmerman) Field in Milwaukee, Wisconsin, for a small group of home-building enthusiasts in 1953, the Convention grew into such a success that it first moved to Rockford, Illinois, before moving to its permanent site to Wittman Regional Airport in Oshkosh, Wisconsin. The seven-day event now brings more than 500,000 people and 10,000 airplanes to Oshkosh. The economic impact of that *one week alone* to the state of Wisconsin exceeds **\$110 million**.

~ See Paul Page 7



A 1942-43 photo of Paul Poberezny as a World War II flight instructor with the Army Air Forces



An early 1950s photo of EAA Founder Paul Poberezny in his airplane workshop



Continued - Paul Poberezny

~ Paul from Page 6

While it has grown tremendously over the past 60 years, EAA retains an intimate, “family oriented” atmosphere that is a tribute to Paul’s leadership and legacy. EAA members are proud to reflect Paul’s positive, “can-do” attitude in approaching the many challenges faced by the international aviation community in the months and years ahead.

Paul, a member of the exclusive Society of Experimental Test Pilots, received hundreds of awards and honors over the years. In July 1999, he was inducted into the National Aviation Hall of Fame in Dayton, Ohio,

“I’ve learned more about people through my association with aviation than I ever did about airplanes.” - Paul Poberezny

for *Extraordinary Service*”, and the first-ever “*Billy Mitchell Award for Aviation Achievement*” in 1956, as examples. He was selected by the U.S. Department of Transportation (DOT) to receive a special award for “*Outstanding Public Service to Transportation and Historic Preservation*” in recognition of his “lifelong commitment to domestic and international aviation” and “preservation of historic aviation resources and heritage.”

His was admired for his leadership and for his abilities as a pilot, aircraft designer and builder, administrator, publisher, teacher, writer, air show performer, speaker and more. He was one of the foremost visionaries on the international aviation scene.

Paul married his high school sweetheart – Audrey Louise Ruesch – on May 28, 1944 in Helena, Ark., where he was serving in the Army Air Corps as a Flight Instructor. Paul officially retired as EAA Chairman of the Board in 2009, but remained active in aviation activities including EAA AirVenture. He died on August 22, 2013, in Oshkosh, Wisconsin.

Admired for his leadership and ability, Paul was, without question, one of the foremost visionaries and innovators in the world of aviation, especially regarding the dream of flight for the common man.



Paul and Audrey Poberezny

joining just luminaries as Charles Lindbergh, Jimmy Doolittle and the Wright Brothers. Some of the other honors included the “*Frank G. Brewer Trophy*” (the nation’s highest award for contributions to aviation and space education); the National Aeronautic Association’s *Wright Brothers Memorial Trophy*; the Lindbergh “*Eagle Award*” for his “stunning accomplishments in aviation”; the Federation Aeronautique Internationale’s “*Gold Air Medal*”; NASA’s “*Distinguished Service Medal*”; the Federal Aviation Administration’s “*Award*



Paul and Audrey Poberezny in Paul’s iconic “Red One” Volkswagen Beetle at EAA AirVenture Oshkosh 2009

Winter Flying - Runway Conditions

How To Get Runway Condition Information

So how can you figure out what the runway conditions are like before you arrive at your destination?

When airports conduct a braking action test, they issue a NOTAM for the braking action. You can find the NOTAMs in ForeFlight, like this example.



The screenshot shows a ForeFlight interface for airport KLVN. The 'LAST 7 DAYS' tab is selected. A blue arrow points to the 'FICON' (Friction Coefficient) value of 3/3/3. The NOTAM text reads: 'RUNWAY 12 FICON 3/3/3 100 PCT FROST OBS AT 1811230500. COND NOT MONITOR, MONITORING, OR MONITORED 1811230530-1811231400. 23 NOV 05:28 2018 UNTIL 24 NOV 05:28 2018. CREATED: 23 NOV 05:28 2018'. Below this, it says 'Effective Nov 22 10:28 PM MST' and 'Expires Nov 23 10:28 PM MST'. Another NOTAM for the taxiway is also visible: 'TAXIWAY ALL FICON FROST BA MEDIUM OBS AT 1811230500. COND NOT MONITOR, MONITORING, OR MONITORED 1811230530-1811231400. 23 NOV 05:29 2018 UNTIL 24 NOV 05:29 2018. CREATED: 23 NOV 05:30 2018'. A map on the right shows the airport location near Apple Valley and Rosemount.

What Do The Numbers Mean?

The FAA previously used the "MU" scale to relay braking conditions. It was based on a 0 to 100 scale, with 0 being no braking, and 100 being perfect braking.

Today the FAA uses a more simple 0 to 6 scale. **0 is bad. 6 is good.**

The numbers are issued for each third of the runway: touchdown, midpoint, and rollout. So when you're picking up ATIS, you're going to hear something like this: braking action 5/4/2.

Now for the terminology. When you used to talk to ATC, they referred to braking action as good, fair, poor, or nil. But "fair" has been tossed out the window, and you'll now hear "good, medium, poor, and nil", or a couple combinations of those words.

The FAA's New Braking Action Reports

Assessment Criteria		Control/Braking Assessment Criteria	
Runway Condition Description	RwyCC	Deceleration or Directional Control Observation	Pilot Reported Braking Action
• Dry	6	—	—
• Frost • Wet (includes damp and 1/8 inch depth or less of water) 1/8 inch (3mm) depth or less of: • Slush • Dry Snow • Wet Snow	5	Braking deceleration is normal for the wheel braking effort applied AND directional control is normal.	Good
-15°C and Colder outside air temperature: • Compacted Snow	4	Braking deceleration OR directional control is between Good and Medium.	Good to Medium
• Slippery When Wet (wet runway) • Dry Snow or Wet Snow (any depth) over Compacted Snow Greater than 1/8 inch (3 mm) depth of: • Dry Snow • Wet Snow Warmer than -15°C outside air temperature: • Compacted Snow	3	Braking deceleration is noticeably reduced for the wheel braking effort applied OR directional control is noticeably reduced.	Medium
Greater than 1/8 inch (3 mm) depth of: • Water • Slush	2	Braking deceleration OR directional control is between Medium and Poor.	Medium to Poor
• Ice	1	Braking deceleration is significantly reduced for the wheel braking effort applied OR directional control is significantly reduced.	Poor
• Wet Ice • Slush over Ice • Water over Compacted Snow • Dry Snow or Wet Snow over Ice	0	Braking deceleration is minimal to non-existent for the wheel braking effort applied OR directional control is uncertain.	Nil



The Ride of a Lifetime - Jim Anderson

The P-51 is one of the most amazing fighters of WW II. The British and the United States had some agreements about building planes and supplying them to Great Britain before the U.S. entered the war in 1941. Great Britain wanted more P-40's built, but North American Aviation decided to design a new plane. The P-51 took 102 days to design and fly the first model (flew in Oct. 1940). They eventually built over 15,000 of them.

The name of the P-51D that i flew in was called "Gunfighter", and it was produced in the North American plant in Inglewood CA. in March of 1945 and shipped to Great Britain.

The Mustang was 32'3" long and had a wing span of 37'. Weighed 9,450 pounds with .50 caliber machine guns (6), and a Allison powerplant. The switch to a Rolls-Royce supercharged Merlin engine gave the Mustang greater high altitude performance. Later with jettisonable drop tanks, the P-51 quickly attained air superiority over the German Luftwaffe. Sadly there are only about 155 Mustangs still around, mostly in civilian hands.

The last 3 or 4 trips up to Oshkosh (been there 40+ times) had convinced me to put the P-51 flight at the top of my bucket list. Not cheap, but wanted to check it off. Gunfighter is owned and operated by the Commemorative Air Force (Headquarters in Texas) and is based in Council Bluffs, Iowa. I first saw on-line that the CAF were going to have several planes in Peoria, IL. I signed up for a ride on the P-51 on April 11th, 2023.

The date for my flight was Friday 8/18/2023 at 11am. I had time to think about it. Did i really want to spend the money to go for this ride? Did i really want to go for a ride on a plane that was 78 years old ? As the date approached i was getting a little nervous. Drove over to Peoria and walked around a little. The B-29 "FiFi" is always impressive. The P-51 pilot's name was Jeff. He strapped me into a parachute and showed me a few things that would come in handy if the plane should have problems while we were airborne. The P-51 was built with only one seat. During the war the space behind the pilot had radio equipment and a fuel tank. Both were removed so an extra seat could be installed and they were able to give rides. He also showed me how to eject, if that became necessary.

~ See P51 Page 10



The Ride of a Lifetime - Jim Anderson

~ P51 From Page 9

We taxied out to the end of the runway and as soon as he received permission, we were rumbling down the runway. Didn't take long to bring up the tail and lift off. The Mustang accelerates very quickly and we were soon cruising at 260. He couldn't do any aerobatics (Damn Insurance Companies), but he did do a strafing run (or simulated bomb run) on a farm house and did a wing-over - we were almost upside down. The ride was over quickly as I had signed up for a 20 minute ride. My ride was almost 40 minutes long because when we approached from the Southwest, there was a C-130 landing to the West at PIA.

So, we shot it down. Just kidding! The tower sent us East of Peoria and set us up to land behind the C-130.

Just to entertain the crowd on the ground, Jeff came across the threshold at about 2,000 feet and then did a real tight 360 while putting on the flaps to lose altitude. The P-51 is very maneuverable at

high speeds with the flaps down. Touchdown was uneventful and my bucket list ride was soon over. I've ridden in a B-17 before and I still can't imagine riding on a mission over enemy territory for 8 hours. These young men were definitely part of the "Greatest Generation".

Maybe a B-19 ride next year ? We'll see.



4 Aeromedical Risk Factors To Watch Out For This Winter

It's getting cold across much of the US, and that means it's a good time to consider the possible winter hazards on your next flight.

- courtesy of [boldmethod](#)

1) Hypothermia

As the weather gets colder, most of us start bringing a coat, or some gloves, but it's important to think outside the scope of normal flight operations. What happens if you are forced to make an off-airport landing? What will you do if search and rescue is several hours away?

Think about adding a [lightweight emergency blanket](#) to your flight bag. In the winter it can help block wind and retain your body heat. In the summer, your blanket can double as a shade shelter. Hopefully, you won't have to use it, but if you do you'll be glad you packed it.



2) Hypoxia

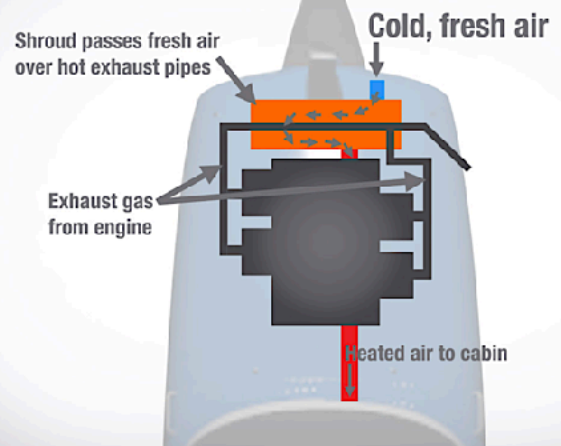
You've probably been using your airplane's heater for a while now.

Most GA aircraft use a heat exchanger (sometimes called a shroud) around the exhaust manifold of the engine. This shroud uses hot exhaust air to radiate heat to the cold outside air that can then be passed into the cabin.

When working as intended, this is a safe way to keep you comfortable, but if there is damage to the shroud or exhaust manifold, it's possible for exhaust fumes to leak into the heating vent, and then into your cabin.

Carbon monoxide (CO) from the engine exhaust can impair your judgment and motor skills, and in higher doses leave you unconscious. CO does this by binding to the hemoglobin in your blood, preventing oxygen from normally bonding to your hemoglobin.

Heater Shroud



3) Dehydration

Dehydration is more heavily focused on as a risk during the summer, making it easy to forget about in the winter.

~ See Winter Page xx

EAA CHAPTER 129
BLOOMINGTON-NORMAL, ILLINOIS



The Aeromedical Risk Factors To Watch Out For This Winter

~ From Winter Page xx

Dry winter weather can make you feel like you don't need to drink as much water, but you do. Dehydration can limit your cognitive performance when you fly. Recognize the symptoms of dehydration:

- Fatigue
- Headaches
- Dizziness
- Confusion
- Extreme thirst

4) Fatigue

Fatigue is a '24/7/365' risk factor. But the gray, cloudy days of winter are a good reason for you to pay even more attention to it.

Shorter and cloudier days can trick your body into thinking that it's time to relax and fall asleep when it isn't. This can come in the form of increased melatonin (sleep hormone) production or seasonal depression.



Fatigue is a risk factor that is particularly dangerous when combined with other risk factors like stress.

So how do you mitigate it? Set boundaries. This winter, revise (or add) a "minimum hours of sleep" to your personal minimums checklist.

Nicolas Shelton

Nicolas is a flight instructor from Southern California. He is currently studying aviation at Purdue University. He's worked on projects surrounding aviation safety and marketing. You can reach him at nicolas@boldmethod.com.

Migratory Bird Fly-In

Havana 9I0

Saturday, February 24

Hosted by Havana EAA 1420

Pancake breakfast served before departing airport at 9 a.m. for tour of area refuges and other sites.

Ground transportation will be provided.

Lunch to follow

Please RSVP with estimated number of attendees

gopabob53@gmail.com



Thanks to the RAF for supporting Havana 9I0

My Evaline, With You I'll Fly

Imagine preparing for a big checkride. I mean, a very big one that you absolutely cannot fail. Then imagine all of your instructors and mentors telling you that there is absolutely no way to prepare for this checkride because it's impossible to know what will be evaluated. They say things like, "You'll just figure it out" and, "Don't worry, it will be fine." That's hardly reassuring when seemingly everything is on the line. That's what it was like for me and Jessica for the better part of 2023 as we awaited the arrival of our beautiful daughter. It's true that they do not come with manuals or checklists but, with a little instinct and a lot of help from friends and family, we are figuring out how to become parents little by little. No matter what, you can bet a new aviatrix has come into the world. You can also bet that this one is wearing her Captain's bars right off the chocks! Starting with command of sleep schedules...

Evaline Adair Fisher was born December 13th, 2023 at 10:19 AM at Cooperman-Barnabas Medical Center in Livingston, New Jersey. Her first name was inspired by an old traditional love song called "My Evaline." She arrived one week late, so airline pilots Mom & Dad will have to work on her on-time performance.



Nevertheless, you can always smooth over a late arrival with a greasy landing, which is exactly what she did. The entire labor process went very smoothly and with little to no complications.

Jessica was a superhero through it all and recovered very swiftly afterward. Evaline even got to meet her grandparents, Bill and Janis Thacker, that very day. She later met grandparents Jim and Kathy Fisher the following week on their visit from Ohio. I've been told a child with a loving family has everything they'll ever need. Check!

Many people ask us: is she going to be a pilot? Well, with two aviator parents, two aviator grandparents, two

aviator uncles, a massive extended family of aviator friends, and the family airplanes out at the family airport in Chenoa, I'd say the cards are pretty much stacked that way from the get-go! Some time in the near future, Evaline is going to get her first flying lesson. We've already started out with a few ground lessons in daddy's lap. So far, we've gone over basic flight controls and a few pitch and roll exercises. Soon, though, she will find herself in N9193Z, a 1953 Piper Super Cub going for her very first ride aboard an



airplane born 70 years before she was. When I look at 93Z, though, I don't see a 70-year-old airplane. I see a baby just like Evaline. She's just as beautiful today as the day she was built (OK, more beautiful post-restoration) and flies just the same. Airplanes don't age like we do. They are immortal. Under good care, vintage airplanes keep their youth forever. When we fly them, we share in their youth no matter our own mortal age. Old airplanes can keep us young! What a paradox.

Admittedly, though, this author has been ruminating recently about what aviation will look like for his baby girl. Undoubtedly, some readers wonder the same. For those of you who have flown a few more laps around the patch, did you wonder the same a few decades ago? For your own children, even? Not so much as

I do today, I suspect. The industry has changed so much in just my own lifetime. It's interesting. Aviation sometimes has a way of making us feel older than we really are. We perceive time in many ways. It is not the mere passing of minutes, hours, days, or years.

~ See Evaline Page 14



My Evaline, With You I'll Fly - cont

~ Evaline from Page 13

We place ourselves on timelines of progress, too, paralleling things of technological significance. Be careful when placing yourself on the timeline of aviation, because the clock moves much faster!

What was aviation like when you were born? I think about Evaline's great grandmother Joyce Adair Fisher, for whom she was also named and



who counts Evaline as great grandchild number three. When Grammie Joyce was born in 1928, the Ford Trimotor was just bringing about a revolution in air travel as the first all-metal airliner. By the time Evaline came into the world, heavy jetliners with pan-global range had already demonstrated the ability to operate gate-to-gate in a fully autonomous fashion. All of this happened in the lifetime of one person: her great grandmother! What was the hourly rate on a trainer when you learned to fly? In the not too distant past, \$6 got you an hour in a Cub. These days, \$6 gets you a gallon of AvGas...maybe. Yes, aviation moves almost too fast for human comprehension. But, there is one thing that

reassures me about Evaline's future: aviation may change, but taking flight will always be a magical thing!

So what, really, does the future of aviation hold for our daughter? Who knows? I am encouraged by many things I see in the world of flying today. Investments in her generation are still happening in a big way. In fact, the new EAA Vintage Youth Aviation Center will be opening up at AirVenture 2024. Organizations like EAA and AOPA continue to fight to maintain the freedoms we have in the sky, and industry innovators continue to find ways to make flying safer, more accessible, and more sustainable. Sometimes I find myself worrying about it all, but I have come to a realization: I'm a dad now. It's futile to put the world on my shoulders. Instead, I'll put my daughter on my shoulders where she can watch the airshow...and I'll take her flying.

~Josh Fisher is an Akron, Ohio native, member of Chapter 129, and has been flying for 14 years. He is currently a pilot for United Airlines. His wife, Jessica, is a Chenoa, Illinois native. Jessica is also a pilot for United, following in her father's footsteps. Josh and Jessica reside in New Jersey with their daughter, Evaline, and their two cats, Manche and Eddie. Josh remains involved in GA training and pilot development. The Fishers plan to move to Illinois this summer.



FAA Civil Aviation Registry Electronic Services (CARES)

In the late Fall of 2023, the FAA quietly went “live” with the web-based civil aviation registry electronic services portal.

This system “gives the aviation community the ability to securely submit applications, upload documentation, and provide the data necessary for the Civil Aviation Registry to perform aircraft registration and airman certification services.”

The system is being rolled out in three phases:

Phase 1 – Aircraft Registration Services went live in late 2023.

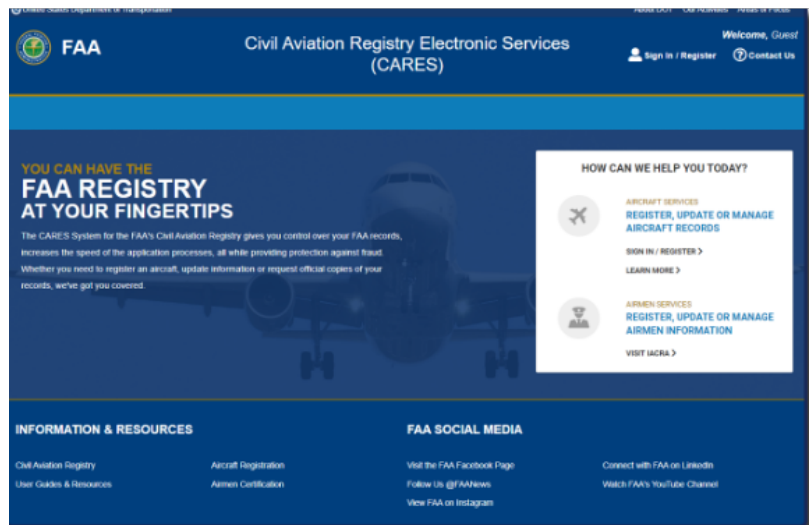
Phase 2 – Airman Examination Service is expected to roll out in late 2024

Phase 3 – Unmanned Aircraft Services is expected in late 2025

Using FAA CARES requires registration and two-factor verification. Instructions and a quick-start guide may be found here: <http://tinyurl.com/ytz4u4hp>

Phase 1 Aircraft Registration Services includes: electronically submitting an aircraft’s bill of sale, applying for registration and de-registration, and researching an aircraft’s prior ownership and airworthiness history, e.g., registration(s), 337s filed, liens and releases recorded, and other information previously available for purchase on a CD-ROM or in paper copies.

FAA CARES means: no more waiting 6 months for an aircraft’s registration to come in the mail; no need to pay a broker to research lien status; the ability to learn more about an aircraft than a seller or broker may know (or be willing to share); knowing where an aircraft has spent its life – in the dry high desert of the Southwest or on the humid and corrosive coasts; when engines and propellers were changed, and all without even having access



to the logbooks. In the event logbooks are incomplete or missing early years, the portal may provide relevant and highly useful information to reconstruct an aircraft’s missing history.

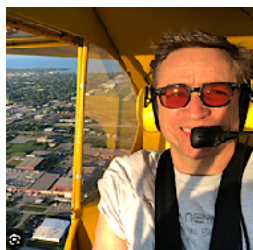
Best of all – this service is completely free. I’ve been using it for several months and although there are occasionally hiccups – usually difficulty logging on – for the most part it has been fairly easy to use. I have downloaded pdfs of aircraft registration and airworthiness data to inform myself prior to contacting sellers of aircraft which interest me, and in some cases, have identified issues which crossed the airplane off my list and avoided wasting my own and a seller’s/broker’s time.

If you own an aircraft or are considering a purchase, you want a CARES account!

~ from Mark Dankel - Member of EAA 555 in Las Cruces, NM, retired U.S. Customs Service Regional Special Agent in Charge (West), COMM ASEL/AMEL, and go-for helper at 11LL when Bill's fixin' up Cubs.



Homebuilders Week – Online Event Starts January 22



[An online opportunity to learn about building your own aircraft](#)

~ By **Charlie Becker, EAA Homebuilt Community Manager**

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 22nd, 2024, and end on Friday, January 26th, 2024. Each day, we offer six live webinars 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

The topics cover a wide variety of areas of interest to anyone curious about building their own aircraft. We try to make sure there is 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 our anniversary date, January 26th, to talk about EAA's Advocacy efforts on behalf of the homebuilt members.

EAA Homebuilders Week coincides with the anniversary of the founding of the Experimental Aircraft Association in 1953. We have come so far since that

first EAA meeting. Back then, information on homebuilding was sparse and hard to come by. I know that if our founder, Paul Poberezny, was still with us, he would give us a big thumbs up for this effort to support the homebuilder.

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

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



Homebuilders Week Schedule January 22 - 26, 2024

To sign up: EAA.org/HomebuildersWeek

Time CST	Monday 1/22/24	Tuesday 1/23/24	Wednesday 1/24/24	Thursday 1/25/24	Friday 1/26/24
11:30-12:45	Building an Aircraft: What You Need to Know Charlie Becker	Composite Construction Basics Mark Forss	Amateur-Built Certification Process Joe Norris	Lies, Darned Lies, and Homebuilt Accident Statistics Ron Wanttaja	EAA Advocacy Update: Top Homebuilding Issues and the Impact of MOSAIC Jack J. Pelton, Sean Elliott & Rob Hackman
1:00-2:15	Wiring Basics Dick Koehler	The Nuts and Bolts of Nuts and Bolts Kerry Fores	Building on the Cheap Ron Wanttaja	Lycoming Engine Installation Dave Prizio	Working With Wood 101 John Egan
2:30-3:45	Welding Basics: Gas & TIG Charlie Becker & Tracy Buttles	Fabric Covering Basics Nate Hammond	Buying a Used RV Aircraft Vic Syracuse	Sonex Aircraft and AeroConversions Products Mark Schaible	Zenith Aircraft Kits & Plans Sebastian Heintz & Roger Dubbert
4:00-5:15	Sheet Metal Basics Jim Scott	Factory-Built to Homebuilt: What's the Difference? Tom Charpentier	Advanced Flight Systems Rob Hickman	Garmin Experimental Avionics Solutions Brad Brensing	Scratchbuilding From Plans: 90% Done and 90% to Go! Marty Feehan
5:30-6:45	Panel Planning and Wiring Marc Ausman	Dynon Avionics Michael Schofield	Flight Testing 101 Paul Dye	Propeller Selection for Homebuilts Steve Boser	Latex Paint: A Low-Cost Alternative Malcolm Morrison
7:00-8:15	Rotax 9 Series Installation & Operation Phil Lockwood	Painting Your Plane: DIY or Use an Expert? Craig Barnett & Ken Reese	Engine Break-In Mike Busch	Van's RV Aircraft Kits Greg Hughes	Common Builder & Maintenance Errors Vic Syracuse

Sponsored by



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



"Wiring Basics"

Topic: Discussion of aircraft wiring systems.

On Monday, January 22, 2024 at 13:00 Central Standard Time

Select Number: GL13125841

Description: EAA SportAir Workshops Electrical Systems & Avionics instructor Dick Koehler discusses the basics of aircraft electrical wiring and tips for planning out your aircraft electrical system.

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

The sponsor for this seminar is: **FAA Safety Team**

"Saturday Morning Coffee And Wings with Antonio Rodriguez"

Topic: Introduction To Human Factors

On Saturday, January 13, 2024 at 09:00 Central Standard Time

Select Number: GL15125560

Description: Join us for A VIRTUAL cup of coffee, a donut, and a LIVE WEBINAR with Antonio Rodriguez, Lead FAASafety Team Rep and WINGSPRO as he leads us on an introduction to Human Factors, the study of the human body and mind to better understand human capabilities and limitations. Antonio is a MN-based CFI, and will explain how Human Factors allows us to better design tasks, systems, and technology in order to optimize the relationship between human operators and the environments within which they work.

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

Surviving the Season: Best Practices for Winter Weather Readiness

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

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



Webinars, Podcasts, Videos!

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

January Video!



Chapter Video Magazine

January 2024

What You Can Expect

In this month's Chapter Video Magazine, Jack Pelton gets you up to date on EAA happenings:

- 2023 Lookback
- Lifetime Membership
- 70th Anniversary of EAA Chapters
- EAA Homebuilders Week - January 22-26, 2024
- EAA Learn to Fly Week - May 13-18, 2024
- International Young Eagles Day - June 8, 2024
- Ultralight Days - February 21-23, 2024
- EAA Winter Flight Fest/Skiplane Fly-In - February 10, 2024
- AirVenture Update
 - Snowbirds
 - Freese Tricolor
- Chapter Leadership Training
- EAA Education Center
- FAA MOSAIC Proposal
- 100LL Update
- AeroEducate

Find EAA's Chapter Videos at:

<http://eaa.brightcovegallery.com/chapters/detail/videos>



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Outstanding interviews from some of the industry's best. Click on the link above and taste a sample of The Green Dot. It's cold out; a great time to sit back and hear some great flying stories!



Our **Webinars** are free of charge and cover topics that include aviation history, piloting tips, fascinating stories, and more. We're sure you'll find a presentation to enjoy!



Webinars

INTERACTIVE | EDUCATIONAL | MOBILE



Be sure to check out the December/January edition of Midwest Flyer Magazine.

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

EAA Chapter 129 2024 Calendar of Events

January 18 - Monthly Gathering 1800

January 20 - (Sat) VMC Club 0900

January 22 - 26 - EAA Homebuilders Week

January 26 - 28 - EAA Leadership Academy

February 15 - Monthly Gathering 1800

February 17 (Sat) VMC Club 0900

March 16 - (Sat) VMC Club 0900

March 21 - Monthly Gathering 1800

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



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



EAA Chapter 129

Charlie Bates-President, Treas
Jason Jording-VP
Doug Reeves -Secretary
Dustin Davis - YE Coordinator
Wayne Aldrich - STEM Coordinator
George Wilts-Tech. Counselor
Kirk Sampson - Media & Web Editor
Bill Thacker - Advisor
Newsletter Editor - Charlie Bates
Web - <https://chapters.eaa.org/ea129>
fb - EAA Chapter 129