

EAA CHAPTER 129  
BLOOMINGTON-NORMAL, ILLINOIS

# The Flypaper

Promoting Sport Aviation in Central Illinois for More Than 60 Years



**T**his year's attendance was approximately 677,000, up from the previous record of 650,000 last year. But attendance numbers weren't the only record.

**Total aircraft:** More than 10,000 aircraft arrived at Wittman Regional Airport in Oshkosh and other airports in east-central Wisconsin. At Wittman alone, there were 21,883 aircraft operations in the 11-day period from July 20-30, which is an average of approximately 148 takeoffs/landings per hour when the airport is open.

**Total showplanes:** 3,365 including a record 1,497 registered in vintage aircraft parking, plus 1,067 homebuilt aircraft, 380 warbirds (up 3 percent from 2022), 194 ultralights, 134 seaplanes and amphibians, 52 aerobatic aircraft, and 41 rotorcraft.

**Camping:** More than 13,000 sites in aircraft and drive-in camping accounted for an estimated 40,000 visitors.

**Volunteers:** More than 5,500 contributing in excess of 250,000 hours.

**Commercial exhibitors:** 848 (another record number).

**Forums, Workshops, and Presentations:** More than 1,400 sessions hosted throughout the week.

**International guests:** International visitors returned in a big way in 2023, with 2,372 attendees registering the International Visitors Tent from a record-tying 93 countries outside the U.S.

**C**hapter 129 was well represented at Airventure, braving the weather and gathering at the Brown Arch for a photo and Wednesday night for burgers and brats. (More Airventure pics on Page 4).



## August Chapter Gathering 8/17



**We are serving Pizza this month - eat at 6:00 pm. Program at 7:00**



Tom Pankonen will be joining us Thursday evening to showcase State Farm's STEM project and discuss how important the STEM program is to the students and the companies who sponsor these projects.

State Farm developed a STEM program many years ago to work with high school students interested in IT. The recent projects have included collecting location and altitude data in payloads carried to 80,000 feet by weather balloons. This project has successfully applied electronics, project management, computer programming in an aviation context. Tom is a technical lead for the State Farm STEM program where teams of high school students have been building payloads of sensors and cameras are flown up to 80,000 feet. Tom is an IT Architect at State Farm and has many great hobbies and interests including HAM radio, open water diving around the world, 3D Printing, and beekeeping.

6:00 Meal and Discussion - 6:30 Cleanup - 6:45 - Visitor intros, chapter milestones, discussion - 7:00 - 8:00 Speaker

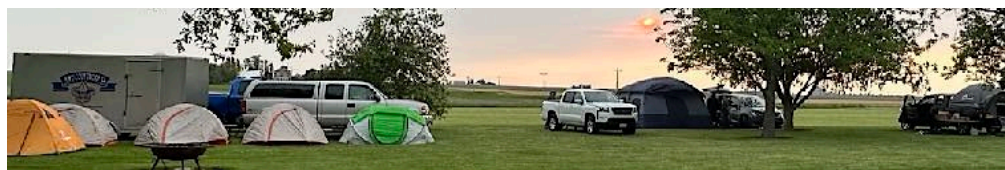
## September Chapter Gathering & Fly-in at 11LL

***'Hey, let's do it again in September'*** said Bill Thacker. A chapter gathering and Fly-In pancake breakfast? ***'Yup.'*** You're sure? ***'Yup.'***

Okay Chapter 129 members, mark your calendars for September 22 & 23, and watch for opportunities to volunteer for another fun fly-in event at 11LL. More to come!

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

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





## Chapter 129 VMC Club - August 19

This month, Chapter 129 will host its monthly VMC Club meeting at Thacker Airport on May 20 at 11:00 a.m. following our pancake breakfast.

**Real world scenarios** will be presented and discussed to determine the best solution from the conditions presented.

Non-instrument rated pilots who want to improve their proficiency have an excellent resource through EAA's Visual Meteorological Conditions (VMC) Clubs. The purpose of EAA VMC Clubs is to build proficiency when flying under visual flight rule conditions.

EAA VMC Clubs are extensions to local EAA chapters and offer monthly meetings in which pilots can network and share knowledge and experience. The meetings use real-world scenarios to engage members, and allow a free exchange of information that improves awareness and skills. The intent is to **create a community of pilots willing to share information, provide recognition, foster communications, promote safety, and build proficiency**. Through the EAA VMC club programs, visual flight rule pilots have improved their proficiency, and they love it.



- **August 19 0930**
- Complimentary 6 month EAA memberships available
- Qualifies for FAA WINGS credit!
- Come early for breakfast

**August Question of the Month:** *When planning a VFR departure, particularly at night in higher terrain or when obstacles are present, what is the standard climb gradient that an aircraft is expected to be able to meet to clear obstacles?*

**This space reserved  
for your story!**



## Member's Airventure Pics





# A Good Use for an Oil Cap

Josh Fisher

Of the gazillion acronyms we aviators have flying around in our heads, a favorite of mine has become ILAFFT: I Learned About Flying From That. It has been used as the title of an article series in *Flying*, as well as the title of a popular aviation podcast. It is also a handy phrase to help fend off the all-too-common aviator's tendency to beat oneself up after committing an error. In four thousand hours of flying between general aviation and the airlines, I have yet to achieve the perfect flight. Many senior aviators will tell you that it doesn't exist, and that anyone who claims they had a perfect flight must have slept through most of it. The key thing to remember is that we are all capable of failures on many levels, and that learning from our shortcomings is what makes us better aviators. Put differently, we have failure to thank for our success. In all my imperfect flights, the one that always seems to come to mind for me is a fun trip to Michigan in a Cessna 210 back in 2018.

My good friend Bernie called me that summer looking for a ride to Cadillac, Michigan where he had purchased the ultimate retirement travelling machine: a Chevy RoadTrek. At the time, I was finishing up the last of the hours required to head off to the airline, so it was a good opportunity to serve both our purposes and spend a day flying with a buddy. A client and friend of mine owns a 1976 Cessna 210L Centurion which he always let me borrow when he wasn't using it. It was the ideal machine for knocking out a 600-mile round trip in a day. I planned the flight, hopped in the airplane at The Ohio State University Airport, and flew up I-71 to Medina, Ohio to pick up Bernie.

If you've never flown a 210, you're missing out on some good entries in your logbook. It's a truck! While early 210s had strut-braced wings, most of them have a strutless, cantilever design which reduces drag considerably and adds a little more ramp appeal in the process. The six-pack Continental IO-550 may be

thirsty at around 17 gallons per hour, but it certainly does not disappoint when it carries a 1,500 pound useful load along at 165 knots! With 5.5 hours of endurance, the owner regularly makes non-stop flights from Columbus, Ohio to his mother's house just north of Orlando, Florida. Provided you have the bladder for it, that should be a solid selling-point. I loved flying the airplane and accumulated around 100 hours in it while I lived in Ohio.

I arrived at the Medina Municipal Airport in the morning where I was greeted by my friend. We topped off the two 45 gallon tanks, hopped in the Centurion, and were off the ground in a few minutes. We flew west toward Detroit to round Lake Erie and then went straight on to the destination. With blue skies and smooth rides, it was the most beautiful day for flying!



We got to our destination in the early afternoon and took out the courtesy car for lunch. Upon return to the airport, Bernie and I said goodbye and he went off to get his new camper. I did a quick preflight of the airplane and noted the engine oil was a quart low. I unscrewed the filler cap and added a quart which I found in the cargo

compartment. This was the only airplane I had flown that incorporated a dipstick which was separate from the oil filler cap. Common on most big-bore Continentals, the dipstick is accessed through a door on the left side of the cowling while the filler cap is located on top of the engine block and accessed through a door on top of the cowling. I removed the empty quart and was occupied with the important task of not dripping any remaining oil on the airplane or my clothes. I walked off toward the terminal to dispose of the empty quart and, upon returning to the airplane, identified the open filler door on top of the cowling which I then closed. I would shortly find out that I missed a step.

[~See Oil Cap Page 6](#)



## A Good Use for an Oil Cap

### ~ Oil Cap from Page 5

I filed IFR back to Columbus. Even though it was a nice day, I usually prefer an IFR flight plan for longer cross-country flights. Having constant contact with ATC is a terrific asset for traffic avoidance and emergency handling when needed. It is also useful when navigating summer weather and the odd pop-up or two. I got my clearance, taxied out for departure and took off from runway 25. This is where my fun day of flying got interesting. Climbing through

about 500 feet above the ground, I noticed a thin stream of oil flowing up the center of the windscreen. I then noticed a second and a third, and by the fourth was completely aware of the fact that I neglected to put the oil filler cap back on before I closed the access door. As the cockpit began to fill with expletives, the windscreen

began to fill with oil. I immediately reduced power and glanced at my oil pressure gauge which was still maintaining in the green arc. I entered a left pattern and extended the landing gear. I had already made the switch to Minneapolis Center and tried to inform them that I was returning to Cadillac, but I was not quite high enough to get them. I went back to CTAF and advised other traffic that I was an emergency return to the field. Luckily, the oil on the windscreen had not completely obscured my forward view. Keeping an eye on the oil pressure, I was able to fly a normal approach and landing. I taxied back to the ramp, still cursing myself and wondering how I was ever going to convince the owner that he could still trust me with his airplane. I shut down on the ramp and called Minneapolis Center to

inform them I had to return for a maintenance issue and that they could cancel

my clearance.

In the entire ordeal I never lost oil pressure and only lost half a quart of oil, but when I got the cowling off it looked like ten gallons! The confusion of airflow in the airbox had spread that half-quart just about everywhere and I had quite a mess on my hands. I tucked my tail between my legs and started dialing mechanic friends to figure out what to do. I finally got an answer from my friend, Ed. "Ed," I said. "I'm calling because I messed up and I need some advice." "Uh oh!"

replied Ed in a laughing manner. "What did you do?" I explained the whole situation and he instructed me to clean up the engine as best I could, fasten the cowling back on, and fly home. I remember telling him that I felt like an idiot. I won't forget his response:

"You're not the first person to do that, so just don't worry about it and learn from it!"

There really is no better advice than Ed's when it comes to developing yourself as an aviator. When you inevitably err in the process of flying, it is wasteful to dwell on inadequacies when great educational opportunities are ripe for the picking.

The highly experienced will always attest to the mistakes they have made being their greatest teachers. In my airline job, we debrief with the following framework: What went well? What could have gone better? In the case of my oil cap story, I did not let the oil issue distract me from flying the airplane. I flew a normal pattern and approach, and even remembered to get in touch with Minneapolis Center to cancel my clearance and prevent a search-and-rescue activation.

~see Oil Cap Page 7



## Young Eagles 2023



**Dustin Davis**  
Young Eagles Coordinator

Our annual August YE event with the Boy Scouts at Rantoul was cancelled due to weather for the second year. We still have a few events on the calendar with some changes. The September 23rd Young Eagle Rally is moved to September 30th. The location will be decided after the August 26th Rally in Mattoon. If the Mattoon event gets weathered out we will try again in Mattoon September 30th. If the August 26th event is successful, then the September 30th event will be in Champaign.

Also, the October 14th "location to be determined" event will also be moving to a different date. Either the 21st or the 28th. Details coming soon.

And congratulations to our Young Eagle pilots who accepted the EAA challenge to fly 30 Young Eagles in the thirtieth year of the EAA Young Eagles program. These pilots were awarded a polo shirt to commemorate their accomplishments.



**August 26 - YE Rally Mattoon**

**September 30 - TBD**

**October 21 or 28 - TBD**

## A Good Use for an Oil Cap

### ~Oil Cap from Page 6

What could have gone better? That seems obvious, does it not? I got ahead of myself in the preflight. I learned that very little needs to happen fast in aviation. It was truly a great lesson and in some ways I am glad it happened. You never forget those flights that taught you about flying!

*~Josh Fisher is an Akron, Ohio native, member of Chapter 129, and soon-to-be resident of Lexington, Illinois. He has been flying for 13 years and is currently a pilot for United Airlines where he flies the Boeing 757 and 767. His wife, Jessica, is a Chenoa, Illinois native and is also a pilot for United flying the 777. Josh enjoys sharing aviation with all people and has particular interests in flight instructing, aviation history, and vintage aircraft.*

### **Wanted**

Do you have an aviation story to share? Send your pictures, **stories, events, travel adventures, builder updates** for our next issue of **The Flypaper**.

Email them to: [cmbates50@gmail.com](mailto:cmbates50@gmail.com)





## Destinations - C37 & C29 - a Day Trip

On the morning of July 21, Paul Krueger and I flew to two different airports in southern Wisconsin to participate in their pre-AirVenture events.

First we flew to Brodhead Airport (C-37) 2 miles south of Brodhead Wisconsin, between Monroe and Janesville.

The airport has three grass runways, 9-27 2440' x 155'; 3-21 1500' x 100' and 15-33 1380' x 100'. The airport was founded in 1946 and is home to EAA Chapter 431. The CTAF is 122.9. There is a great museum, Kelch Aviation Museum ([www.kelchmuseum.org](http://www.kelchmuseum.org)), located on the field with an interesting collection of 1920's and 30's aircraft and automobiles. We toured the museum learning that it was undergoing expansion thanks to a very generous private donation.

We enjoyed a lunch of brats and squeaky cheese curds while viewing the many antique aircraft present. There is a Pietenpol/Hatz organization on the field that has a fly-in in July and the Midwest Antique Airplane Club has a gathering in September.

The examples of Pietenpol and other antique airplanes were outstanding. The self-serve fuel farm was selling 100LL for \$4.55 a gallon and quite a few transit

there.

I would encourage you to consider Brodhead Airport (C-37) for a great afternoon flyout.

After our afternoon at Brodhead, we flew to Middleton/Morey Field (C-29) 9 miles west of Madison.

Middleton has two runways, 10-28 4001' x 100' asphalt, and 1-19 1780' x 120' grass. The airport was founded in 1942 but purchased by the city in 1998. CTAF is 123.0. Madison Approach is 135.45.

The afternoon Paul and I visited, the airport was holding a "Rock the Ramp" party with the local FBO featuring new airplanes on display, a stage with a band playing, many food trucks and a scheduled airshow. The facilities were crowded with families and pilots here to enjoy the party. Several open hangers highlighted the corporate planes and facilities on the field. We enjoyed the band and the food trucks as well as watched the airshow performer.

After a great day in southern Wisconsin, we flew home by 7:30 p.m.

~ Doug Reeves



planes  
were  
stopping  
to refuel  
while we  
were



# Destinations - C37 & C29 - a Day Trip



## 1928 TRAVELAIR 4000

### LINDBERGH'S MAIL PLANE

ENGINE: WRIGHT J-5 220 HP "WHIRLWIND"  
 WINGSPAN: 34'8" UPPER, 28'8" LOWER  
 PRICE NEW: \$9,100  
 GROSS WEIGHT: 2,412 LB  
 NUMBER MADE: APPROX. 1,000

Travel Air Manufacturing Company introduced the sleek yet sturdy model 4000 in 1926. Originally powered by a Wright Whirlwind J-4 9-cylinder radial engine, a year later the updated J-5 version of the Whirlwind took over. With a hefty 220 horsepower, the J-5 powered the Spirit of St. Louis on Charles Lindbergh's world famous trans-Atlantic flight in May of 1927.

**WRIGHT J-5 ENGINES:**  
 The Wright J-5 Whirlwind engine replaced the outdated J-4 to standard in 1927 when Charles Lindbergh flew solo across the Atlantic using a Wright J-5 to power his plane, the Spirit of St. Louis.

Nowadays, Wright J-5 engines are incredibly rare - and J-5s that actually fly are almost unheard of.

The Kelch Aviation Museum has the largest collection of working J-5s in the world. We have 5 running engines on aircraft owned by the museum, plus three on aircraft on long term loan, and the flight-ready J-5 on this Travel Air. In addition, we have one on display in our engine collection.

Popular with sportmen as well as flight schools, the Whirlwind-powered Travel Air served many purposes, from trainer to mail plane to movie stunt plane. In Hollywood, the 4000's classic shape was easily repainted to look like a Fokker when used to carry mail, the front seats would be removed and replaced with a mail or freight compartment in the front cockpit.

N2709 was owned and operated by Robertson Aircraft Corp. in the late 1920s. One of many small airlines of the time, Robertson flew CAM 2, the Contract Air Mail route between Chicago and St. Louis. Already an incredibly gifted pilot, young Charles Lindbergh was hired to fly the mail on this route. Flying the route in or shine in the harsh

midwest weather was at times difficult and dangerous perfect training grounds for his famous flight in

Upon his return to the United States, Lindbergh toured the country and participated in several projects. To encourage the use of air mail, he returned to CAM 2 and flew N2709 for a single special delivery where he is pictured above.

All Kelch acquired the paperwork and number for N2709 but did not finish the final construction of the plane. He passed away in 2004. The museum has continued the project. N2709 is currently partially restored, in return to full flying condition in the next few years. I see someone working on it, that's why!

**STEAM POWER**  
 In 1933, George and Wilbur Baker replaced the usual gasoline powered piston engine in a Travel Air 2000 (an earlier version of the 4000) with an oil-burned, reversible V-twin compound steam engine, which would become the first airplane to successfully fly using steam power.

Start your own steam engine project. Get the details on the Baker Brothers steam engine project on our website.

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# Aviation on-the-go!



**Kirk Sampson**  
[kirksampson@me.com](mailto:kirksampson@me.com)

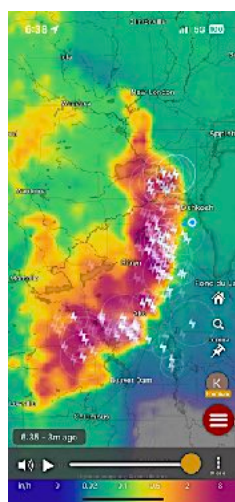
**Aviation on-the-go! A monthly dose of some of my favorite digital aviation content, books and podcasts.**

**Kirk Sampson**

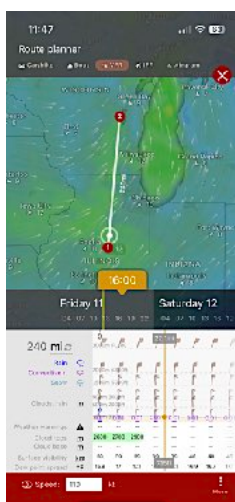
I have yet to meet an aviator who isn't also hopelessly addicted to watching the weather. It influences so much in our every day life and certainly most aspects of flight. I've heard stories about how pilots used to pick up a phone to get a weather briefing and at one point I guess the old-timers could stop into an office at the airport and talk to someone in person while looking at a map. How times have changed, and for the better!

This month I'd like to share my absolute favorite weather app which you can access online on a computer browser, download an app to your phone, and even load the app on your watch.

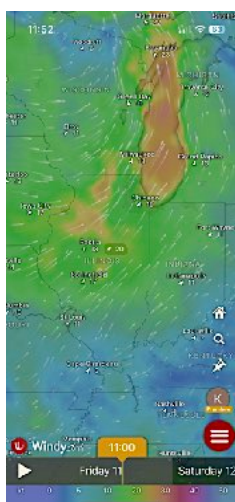
The features of Windy are what makes it great, but also what can make it challenging because it has so many features. What I love most about the app include:



Great weather radar



Planning Weather on Route



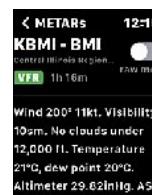
Wind conditions at any altitude



Weather overview

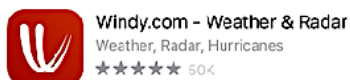


Watch weather overview



Instant access to METARs

There is a subscription free version that doesn't have as much detail and shortens the forecast window. I pay about \$18/yr for the subscription so it saves my favorite locations and provides the most robust weather data and forecast info. If you want to see the app in action, grab me at a breakfast or gathering and I'd love to show you how it works. Once you have the basics down it becomes pretty easy to get to the features you want to use.





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



## **"Swift Fuels Unleaded Avgas"**

Topic: Information about Swift fuels unleaded aviation gas.

On Wednesday, August 23, 2023 at 19:00 Central Daylight Time (17:00 PDT; 18:00 MDT; 20:00 EDT; 14:00 HST; 16:00 AKDT; 17:00 Arizona; Thursday, August 24, 2023 00:00 GMT)

**Select Number:** GL13122855

**Description:** Chris D'Acosta, Swift Fuels CEO, will discuss current and future Swift Fuels plans for the transition to an unleaded fuel for piston aircraft. Chris will share what's happening with their high-octane 100R unleaded avgas product and their premium UL94 unleaded avgas.

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

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

Basic Knowledge 3 - 1 Credit

## **"Aging Aircraft Maintenance Ownership and Upkeep"**

Topic: How to Properly Maintain Aging Aircraft to Keep them Safe and Reliable.

On Friday, August 18, 2023 at 18:00 Central Daylight Time (16:00 PDT; 17:00 MDT; 19:00 EDT; 13:00 HST; 15:00 AKDT; 16:00 Arizona; 23:00 GMT)

**Select Number:** SW17123524

**Description:** The Average Age of the General Aviation Fleet is 50 years old. This Presentation answers the following questions: How do you keep old aircraft safe and reliable? How do you obtain the Complete Record Package from the FAA? How do you Research the History of an older aircraft? What is the Typical Life Cycle of an Aircraft? What Factors affect the Airworthiness of an Aircraft? How do you Develop a Special Inspection Checklist?

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

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



## BMI RSAT Invitation - August 18 1000L



7300 W. 129<sup>th</sup> Street  
Overland Park, Kansas 66213  
Tel. (913) 782-7082, Fax. (913) 897-9300

Airport Users,

Runway incursions remain a serious concern nationally. One important component of our ongoing efforts to improve surface safety at BMI Airport involves conducting a Runway Safety Action Team (RSAT) meeting at least once each year. In conjunction with airport management, we will be conducting a Zoom RSAT meeting, on Friday, August 18th at 10 am. The RSAT will begin at 10am and will take place at Bloomington Fire Department, Station 6 (4040 E. Oakland Ave. Bloomington, IL. 61704). The meeting should conclude by 12pm.

To join the meeting through zoom, go to: <https://us02web.zoom.us/j/84201528916?pwd=OFRrZWlSejJYSUcxN1hvZEpkS09uZz09> Click the JOIN button; enter Meeting ID: 842 0152 8916 Passcode: 820730. If prompted, accept the Zoom application as instructed.

The purpose of this RSAT meeting is to unite those individuals and organizations that are actively involved in air traffic operations and movement of aircraft, vehicles, and equipment on the Airport Operations Area (AOA). We look for participation from all major airport interests including tenants, fixed base operators, airport operations and maintenance personnel. Participants are asked to help develop recommendations and solutions to enhance surface safety. Those recommendations serve as the foundation for a site-specific Runway Safety Action Plan. You are cordially invited to join us.

Your participation in this meeting will be appreciated. We need to work together to ensure that airport safety is maintained. If you have any questions, please contact Mike Eppley at (309) 663-1268 or by e-mail at [michael.eppley@midwestatcs.com](mailto:michael.eppley@midwestatcs.com).

Sincerely,

Mike Eppley

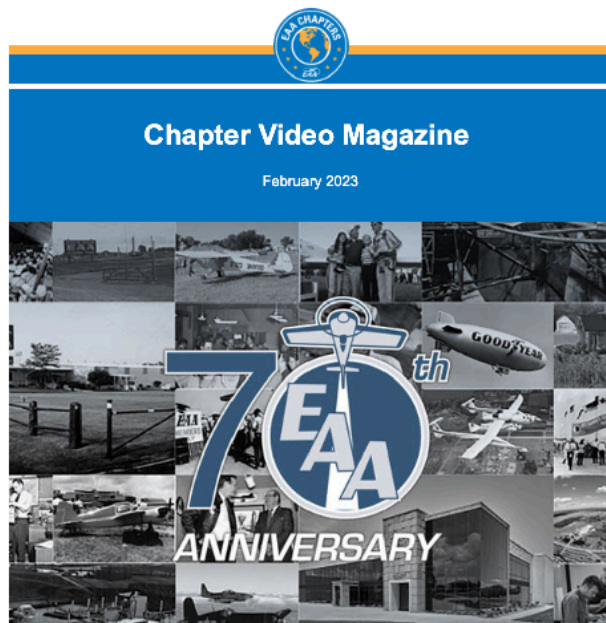
BMI FAA Contract Tower

Air Traffic Manager





## Webinars, Podcasts, Videos!



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

## Wanted

Do you have an aviation story to share?  
Send your pictures, stories, events, travel  
adventures, builder updates for our next  
issue of **The Flypaper**.

Email them to: [cmbates50@gmail.com](mailto:cmbates50@gmail.com)

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Click here to access EAA Webinars



Be sure to check out the June/July edition  
of Midwest Flyer Magazine.

**Click here for link to website!**

## 2023 Calendar of Events

August 17 - Chapter 129 Monthly Gathering

August 18 - RSAT meeting 10 AM BFD Station 6

August 19 - Chapter 129 VMC Meeting 0930

August 26 - YE Rally Matoon

September 16 - Chapter 129 VMC Meeting 0930

September 22 - Chapter 129 Monthly Gathering at 11LL

September 23 - Fly-In Pancake Breakfast at 11LL

September 30 - YE Rally - TBD

October 19 - Chapter 129 Monthly Gathering

October 21 - Chapter 129 VMC Meeting 0930

October 21 or 28 - YE Rally - TBD

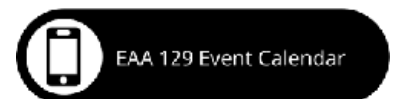
November 16 - Chapter 129 Monthly Gathering

November 18 - Chapter 129 VMC Meeting 0930

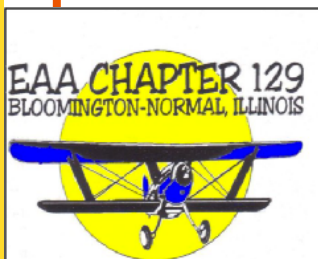
**Every Saturday 7 to 9 AM** - Gathering of Eagles at EAA Chapter 129 hangar F-15



- **August 19 0930**
- Complimentary 6 month EAA memberships available
- Qualifies for FAA WINGS credit!
- Come early for breakfast



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



### Chapter 129

Charlie Bates-President, Treas  
Jason Jording-VP  
Doug Reeves -Secretary  
Dustin Davis - YE Coordinator  
Wayne Aldrich - STEM Coordinator  
George Wilts-Tech. Counselor  
Kirk Sampson - Media & Web Editor  
Bill Thacker - Advisor

Web - <https://chapters.eaa.org/ea129>  
fb - EAA Chapter 129