

April 2025



The Flypaper



*Igniting the Spirit of Aviation Through Camaraderie,
Community Outreach and Education*

Featured Member's Fields
David Pfister's 74IL



Chapter Gatherings
IMC and VMC Clubs
Prairie Aviation Museum
RC Model Assembly Team
Chapter 129 at Career Centers
Builders Updates
Flyout with Matt

Photo by Laura Benton



Chapter 129 April Gathering 4/17

Piloting a DC-3 to the 80th Anniversary of D-Day

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Rick Siegfried is a Chicago native, retired airline Captain, and accomplished aviator with over 40,000 hours of flying experience in airliners, general aviation, and warbirds. Rick is a former President of EAA Warbirds and flew his T-6 around the country, including many ride-hops out of Thacker Airport in Chenoa, IL. You may have even seen him fly EAA founder Paul Poberezny's North American P-64 during AirVenture 2016.



In his April presentation to EAA Chapter 129, Rick will bring us along on a fascinating journey across the Atlantic Ocean as he recounts his experience piloting a DC-3 to the 80th Anniversary of D-Day and the Battle of Normandy in 2024.

6:00 - Potluck Dinner - Sausages and Peppers
Please bring a dish to share
6:45 - Chapter Announcements
7:00 - Program

EAA Chapter 129 Hangar F15 2825 E Empire St Bloomington, IL

April 2025

Chapter 129 April VMC & IMC Clubs

The intent of EAA VMC & IMC Clubs is to create a community of pilots willing to share information, provide recognition, foster communications, promote safety, and build proficiency. Real world scenarios will be presented and discussed to determine the best solution from the conditions presented.



April 5, 0900

Due to a large contingent of members and Club Leaders attending the SUN n FUN expo April 1 -

6, there will be NO April IMC Club.

Here is the **Question of the Month**: What items does the FAA recommend be included in a pre-taxi briefing?

Partial Answer: At least 8 items are recommended by the FAA as part of a pre-taxi briefing. How many can you name. The complete answer will be made available mid April.

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

April 12, 0900

Question: Question: You're preflighting your airplane, and realize that you have not checked your ELT in a long time. The battery was replaced just under two years ago, but hasn't been tested since. Is there some way you can test the device without triggering a search and rescue event to ensure it still works properly?



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

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

Get WINGS credit!

FAA STeam
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FAA
Aviation Safety



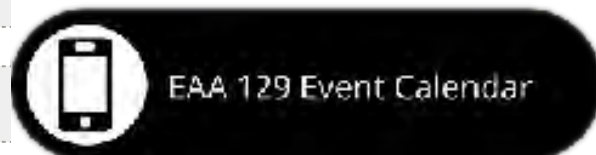
April 2025

EAA Chapter 129 Calendar of Events

	Apr 1- 6		SUN N FUN - Lakeland FL
	Apr 2-3	5 - 7pm	Team build - RC Plane
5	Apr, Sat	7 – 9am	Chapter Weekly Pancake Breakfast No April IMC Club
	Apr 9-10	5 - 7pm	Team build - RC Plane
12	Apr, Sat	7 – 9am	Chapter Weekly Pancake Breakfast
		9 – 10am	VMC Club
17	Apr, Thu	6 - 9pm	Chapter 129 Gathering
19	Apr, Sat	7 – 9am	Chapter Weekly Pancake Breakfast
		9am - 12	BMI YE Event
		All day	Day 1 Poker Run flying
26	Apr, Sat	7 – 9am	Chapter Weekly Pancake Breakfast
		10 am	Poker Run Ceremony
1	May, Thu	5:30-7pm	Chapter Board Meeting
3	May, Sat	7 – 9am	Chapter Weekly Pancake Breakfast
		9 – 10am	IMC Club
10	May, Sat	7 – 9am	Chapter Weekly Pancake Breakfast
		9 – 10am	VMC Club

For more details on events, go to <https://chapters.eaa.org/eaal29/event-calendar>

Or scan the QR code below



Join us at the EAA Chapter 129 hangar for our Gathering of Eagles breakfasts

Saturday mornings 7:00 am to 9:00 am for some great food and some hangar flying at its best.



April 2025

Members on the Move



Milestones

Chapter 129 members achieving
their goals in aviation



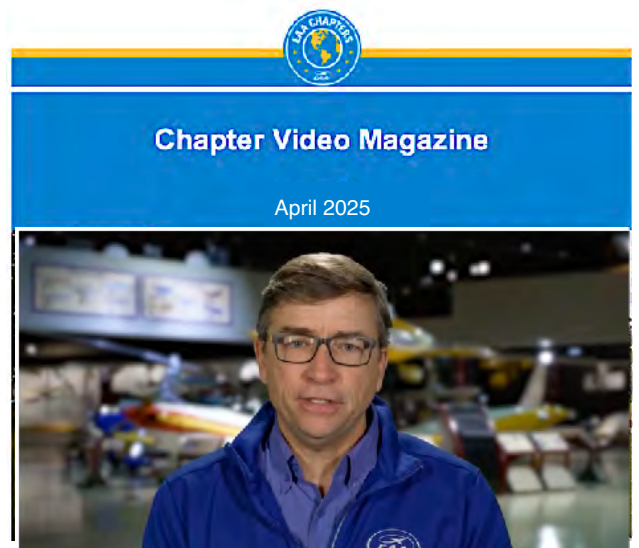
Matt O'Neill, pictured here with CFII Will Eastman, received his Instrument Certification on March 2 at C17 airport in Marion IA. Matt is a member of Crosswinds Flying Club, a Commercial pilot and flies Agriculture application planes for Flying Illini Ag Service. Matt is a family man and his IFR rating has been a long time coming. He's excited to be a better safer pilot, looking forward to traveling with his family, and further professional opportunities.



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>



April 2025

March VMC Club Summary

Our March VMC club meeting was well attended with 28 aviators in the hangar. We opened with the Question of the Month (QoM) about the rules and regulations around carrying pyrotechnic flare guns aboard our aircraft. As it turns out there are no regulations governing their carriage. Though the FAA does have something to say about them in AC91.58A. In the circular the FAA recognizes the US Coast Guard as the authority on signaling devices. As you would expect they say that any pyrotechnic be handled with great care and recommends a 42-month shelf-life.

Following the QoM we focused on Inflight Emergencies. We discussed strategies and available resources. Emergencies are serious business and as pilots we have a responsibility to ensure the safety of our passengers. Good pilots know that the best way to deal with an unfortunate situation is to be prepared and proficient. Preparedness starts during preflight; choosing the best route, knowing exactly what weather to expect, doing a thorough preflight of our plane as well as providing our passengers with a complete and accurate briefing. In other words, mitigate as much risk as possible before we push the throttle up. This common theme runs through all of our IMC/VMC meetings. The FAA through FAASafety.gov and the WINGS program endorses our clubs and recognizes the benefit of participation in them.

Being prepared and mitigating risk is important but there is still a chance that we might sometime encounter an actual in-flight emergency that will test both our knowledge and skill as an aviator.

AOPA has developed a short list of the Rules to Live By that was discussed at length.

1. Brief every flight – to yourself and your passengers
2. Route selection – choose wisely
3. Practice – stay proficient by practicing Slow-flight, Power-off 180s etc.
4. Equip – current charts and data, backup navigation device
5. Pack – First aid kit, blanket, water
6. Flight following or flight plan – Why wouldn't you?
7. Declare an emergency – manage your outside as well as your inside resources
8. Know your Airplane – Systems, Speeds, Checklists. Remain PROFICIENT
9. Stay with your plane – If an off- airport landing is required stay put



As always, the most important thing for us as pilots to do, no matter how bad the situation may seem, is to abide by the Golden Rule:

AVIATE – NAVIGATE - COMMUNICATE

~Bill Thacker



March IMC Club Summary

Inbounds should report include:

- Altitude,
- Aircraft type
- Location relative to the airport
- “Should” indicate whether landing or overflight
- “Should” request airport advisory

Inbounds traffic should report:

- 10 miles from the airport
- Downwind
- Base
- Final approach.
- Leaving the runway.

InBound Radio Call Example

- “**Lincoln** traffic Mooney 210WE 10 miles south descending through 2,000’ landing Lincoln request wind and runway information **Lincoln**”
- “**Lincoln** traffic Mooney 210WE entering left downwind/base/final for runway 32 grass Lincoln.”
- “**Lincoln** traffic Mooney 210WE clear of runway 32 grass **Lincoln**.”

Pilot Controlled Airport Lighting

- Pilot Controlled lighting (PCL)
- Aircraft Radio Control of Aerodrome Lighting (ARCAL)
- Usually on the CTAF(Unicom) frequency
- Five to Seven clicks within 5 seconds
- Remain lit for 15 minutes
- 2 minutes before the 15 minutes timer expires, the system will flash to warn

pilots

- Pilot only needs to click the mic to reset timer

Two ARCAL systems:

Type J

- Key the Mic 5 times in 5 Sec

Type K

- Key the Mic 5 times in 5 Sec
- Key the mic 3 times in 5 sec light intensity Low
- Key the mic 5 times in 5 sec light intensity Med
- Key the mic 7 times in 5 sec light intensity Hi

IFR General Information

Outbound:

What are the 4 ways to Get an IFR Clearance.

- Radio - Approach control or Center A/PD - KBMI
- St Louis App A/FD
- Telephone - C75 - Chicago ARTCC (630)
906-8921 A/FD
- FSS - 1-800-WX-Brief (800) 922-7433
- Airborne - Check the A/FD for Approach/Center frequency.

Inbound:

Approach preparation:

- Approach Selection / Your Aircraft Capability
- CTAF Frequency
- Weather AWOS or ASOS
- Runway - there are no active runways, it's up to you to determine the best runway for landing
- Traffic Pattern direction
- Pilot Controlled lighting
- Notams
- Radar or non radar environment

~See Page 9



March IMC Club Summary

Close out your flight Plan

- **After landing ASAP or**
- **If wx is greater than 1,000'/3 and VMC cancel IFR with the field insight**

Others may be waiting to depart IFR or waiting in line for clearance for an approach.

Only one aircraft can be on an approach at a time.

Practice your instrument approaches. When you are comfortable with your normal approaches challenge yourself with:

- **Circle to land**
- **Procedures turns, Non radar environment**
- **RNAV, Loc, BC , VOR, **ASR**....**
- **Touch & Go, Go around, Missed approach to a hold**
- **Partial Panel**

Considerations:

What are your personal minimums? Day & Night

Are you required to have an alternate Part 91?

Part 91 requires a pilot to file an alternate IF +/- 1 hour of your ETA.

- Are you required to have an alternate Part 91?
- (1-2-3 rule)
- Ceiling is less than 2,000'
- Visibility is less than 3sm
- If the airport does not have a published instrument approach procedure (IAP)

Standard Alternate minimums

- Precision App 600' / 2sm
- Non-precision App 800'

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

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

Get WINGS credit!



FAA Team
Safer Skies Through Education



FAA
Aviation Safety

April 2025

March Chapter Gathering



Thirty-three members and guests attended the March gathering. John Rettick opened the gathering with a prayer for everyone present.

The meal was themed “Corned Beef and Cabbage.” The food table was filled with an assortment of fixings and desserts.

President Charlie Bates called the gathering to order at 6:30 and outlined recent activities of the chapter.

The first chapter sponsored ground school led by Jackson Zimmerman has concluded with fifteen students enrolled. Eleven have graduated from the program with one already signed up for the FAA exam.

Matt Kerner is leading the monthly flyout Saturday, the 22nd to Terra Haute Indiana for lunch at Corsairs Restaurant in the FBO. There are four planes currently scheduled to participate. Matt reminded everyone about the one-hour time change flying into the Eastern time zone.

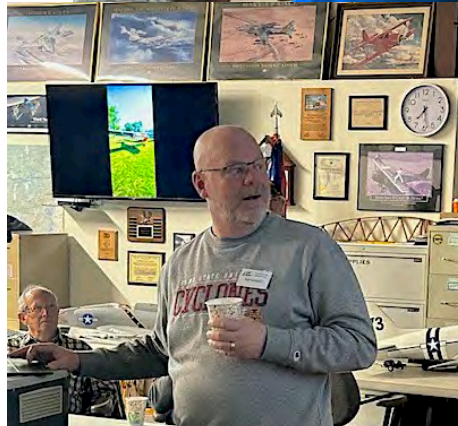
The “build team” project is moving along well with the fuselage and wings complete. The team was recognized and members of the SIRA RC club shared information about their future events at their airport.

Wayne Aldrich and Bill Thacker shared information about their recent presentations at local career centers in Pontiac and Bloomington.

They are sharing with students about opportunities in aviation. There are also

plans to contact the local high schools for potential STEM programs.

Chad McCue shared information about the upcoming Young Eagles flights scheduled to begin in April. He met with Rich Anderson at Synergy Flight Center to coordinate the use of their maintenance lobby for the Young Eagle



program again this year. Chad will relocate some of the chapter flight simulators to the lobby for students to “fly” while waiting for their Young Eagles flight.

~See Gathering Page 11

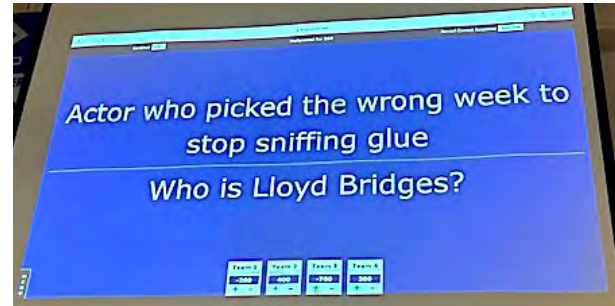


April 2025

March Chapter Gathering

Charlie outlined information about the two summer camps the chapter is hosting this year. One is coordinated with the Children's Discovery Museum, Prairie Aviation Museum, CIRA, OSF Helicopter hanger and the FAA Control tower. This group will be twenty students learning about flight and the activities at the CIRA airport like the camp last year did.

The second camp will be a weeklong camp where students 11-13 years old will learn airplane aerodynamics, aviation career opportunities tour OSF, the tower, Prairie Aviation Museum, and participate in building an RC airplane to fly. This program will partner with the SIRA RC club at Funks Grove for an opportunity to watch and possibly fly an RC airplane at their field.



The program for the evening of Jeopardy was planned and presented by Kirk Sampson. Kirk is planning to make our March annual gatherings a "Jeopardy game night" each year. Kirk had the gathering divided into four teams to answer a board of questions about aviation. Everyone participated with correct and incorrect answers and lots of genuine fun. Thank you, Kirk, for this fun evening!

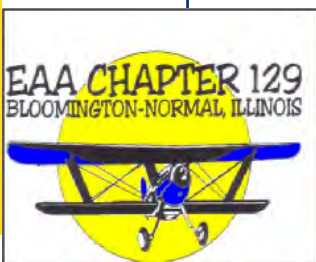
The gathering was concluded at 8:00 p.m.

~ Douglass Reeves, Secretary, EAA Chapter 129

EAA Chapter 129 would like to express our gratitude to **Ron Smith Printing** for their generous support of The Flypaper with beautiful color copies. Thank you David Smith!

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David Pfister's Grass Field 74IL 'Corn Alley'

Corn Alley (74IL) is the third grass strip that our family has had on our farm. The first two were a couple of miles northeast of the current location on my grandfather's home farm. He first put a ½ mile strip in right after WW2 when he got involved in a cloud seeding experiment with the state of IL. He initially hired a pilot and an AT-6 then soon bought one himself and had one of his cousins fly it who had experience in the war.

That experiment only lasted a couple of years but by that time, my dad was also home from the war and used the GI Bill to get his private pilot's license. Since there was already a runway, dad and some other pilots in the area flew there and eventually had a Cessna 172 there.

A few years later, dad formed a club with a Cessna 182 that they bought in 1959. When I was a kid, that is the airplane that I got to ride around in the 1970's and 1980's.

In the later 1980's there was a family dispute, and my uncle had the runway plowed up! Fortunately, dad got the airplane out of there first. It was based at Olman-Shuck near Minonk for a year until Dad got a hangar at Bloomington. N2741G needed to be updated and the club was dissolved except for Dad and I who were the only ones flying it. However, I was able to take it to Florida and the Bahamas on a spring break trip in college before it was sold!



Pfister's Corn Alley 74IL

I was out of the area for a while, but when I moved

back, I had started to build a light sport Rans S-6S in the early 2000's and wanted a runway. By that time, my dad had bought the home farm from my cousins and the second Pfister RLA was sown and certified. I flew the Rans from it and later another 182 that replaced it.

In 2009, we sold the family seed business, and I had the opportunity to farm full time. We were living in the fifth-generation family farmhouse that was adjacent to part of the seed business that we sold. The buyer wanted the house as part of the sale but gave us a few years to rent it back from them while we planned our move.

There was a farm that my dad owned closer to El Paso and I-39. For several years prior, I had thought that if I ever was going to build a house, it would be on that farm as there was a good spot for a ½ mile long airstrip and a good spot for a house and hangar/shop/

shed. That's when we started plans for a new house and farmstead location with an airstrip.

The farm itself is not large and is L-shaped so the runway with adequate clearances could only be in about one location. I started by contacting the IDOT-Division of Aeronautics. They were very good to work with and have a publication and list of guidelines that make it straightforward to plan and get it right the first time. One of the things that they require and want to get you to complete early in the process is to get your local county zoning to approve the RLA (Restricted Landing Airport). Fortunately, Woodford County was easy to work with and I got approved on the first meeting with the Zoning Board. Other counties I've heard are not so easy to get approval.



David Pfister's Grass Field 74IL 'Corn Alley'

It worked out that the spring I wanted to seed it had the field in soybeans the previous year, so there wasn't much old crop residue to contend with. I also had some field drainage tile lines put in the fall prior across the lower parts of the runway to help keep it dry. I used GPS in a tractor to make it straight and the proper width along with a measuring wheel to make sure I had adequate setback from the trees along the property line and the road to the south.

I picked a grass seed mix that my neighbor, David Burroughs used for his strip. I added some oats for cover and fertilizer and had my fertilizer dealer spread it with a floater after I had worked it a couple of times. Then it was packed with a culti-mulcher. I was fortunate that it didn't really need any grading. Granted, it does have some rolling to it, but would be too much to try and level. I really like that location and could live with it.

I was lucky that we had timely rains in 2011 to get it started. It took some more fertilizer, additional seeding and weed control to get it to the condition it is now.

June 1, 2023 was a special day. My dream of having a four-seat traveling airplane at my own strip came to be once again. I have been fortunate enough to have had them in the past. First a Cessna 182, then a 210 but they had moved on and had been eventually replaced by a partnership in a Champ. It is fun to fly and I was able to teach my son Gabriel to fly in it but Holly

and I wanted a four seat to be able to travel. Today I was flying my 195 N127GM home.

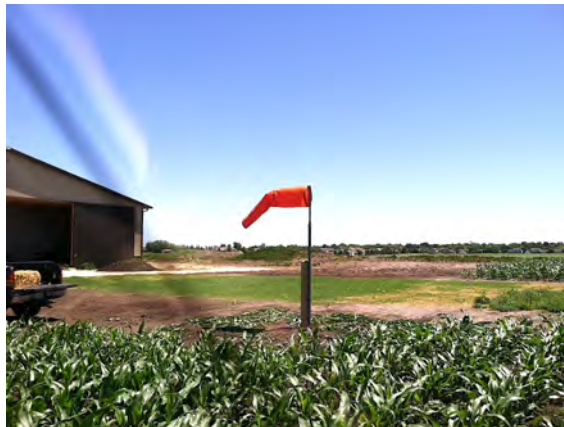
Two years earlier I was able to fly a 195 to see if I really wanted one and decided that was my plane. I showed my dad some photos of it and he encouraged me to get one. After looking at three airplanes and talking in depth to sellers of three more, I decided on N127GM. It had been rebuilt from a ground loop by Butterfly Aviation five years ago. All new paint, interior and panel. June 1st came and Bill Thacker and I flew N127GM home.

What a thrill to be in the left seat of my very own 195!

There were thunderstorms in the area so we landed and put it in the hangar, not taking the time to practice any landings. Since then, I have gotten more comfortable with it on grass and am ready to move to hard surface landings.



Standing water where the pipeline crosses the South end of the field



The windsock is up!



N127GM in it's new home



David Pfister's Grass Field 74IL 'Corn Alley'

I have experimented with several different lights over the years, even on the previous strip. Fortunately, LED solar rechargeable lights have come a long way with many applications. I found another pilot on a social media group for grass strip owners that used solar LED dock lights for his runway. They are available on Amazon in many different colors. I chose white and then green for the ends. I made PVC posts for them, and I leave them up year around. I believe it's been two years now and I've only replaced one. Its cool to look out from the house and see the runway lit up, even when you can't go flying!

I hope to put more lateral drainage tile in over the next couple of years in the field and on the runway itself. There are times when it's too soft to use and it will help the rest of the field out as well.



First Mowing

I'm very fortunate to live right on my runway. I fly more with the convenience, have fuel available and a hangar and shop to store and work on it when I need to. It can be a little challenging with a wind over about 12 knots from the west due to a tree line causing turbulence, but it keeps you on your toes, especially in a taildragger!



Gabriel Pfister performing his first solo at 74IL



David Pfister holds multi-engine ATP and Commercial-CFI Airplane SEL and Rotorcraft-Helicopter certificates.

He was a flight instructor for Frasca Aviation, then at SIU Carbondale. He flew Part 135 charter for US Check in C310's and Lear 25/35.

He currently farms in the El Paso area.



Flyout With Matt - March 22

Eleven planes convened on Terra Haute Huffman Field for the March Chapter 129 fly out lunch at the Corsair Cafe. Owners Ethan and Emily Malavolti have a passion for great food, delicious coffee and a love for aviation. They offer an extensive breakfast, lunch, entree, build-your-own sandwich menu with a top quality coffee and espresso bar. This is a must-visit destination for great food and a great aviation gift shop.

<https://www.thecorsaircafe.com/>



April 2025

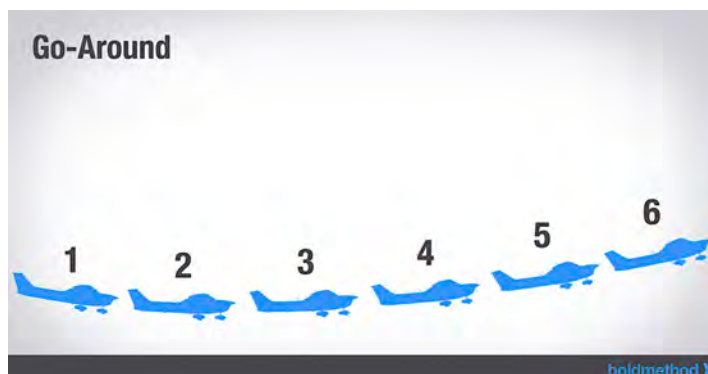
6 Maneuvers You Should Practice On Your Next Flight

When you're training for a new certificate or rating, you practice. A lot. But after you pass your checkride, how often do you practice maneuvers and procedures? The reality for most pilots is "rarely". **Raw stick-and-rudder skills fade over time without practice, so try incorporating these maneuvers into your next flight. Spring has arrived and many of us have developed some rust over the winter months. Let's get out and practice!**

1) Go-Around

It's the easiest way to save a balked approach and landing: the go-around. Thousands of aviation accidents could have been avoided by performing a simple go-around procedure. But it's probably not something you've done recently.

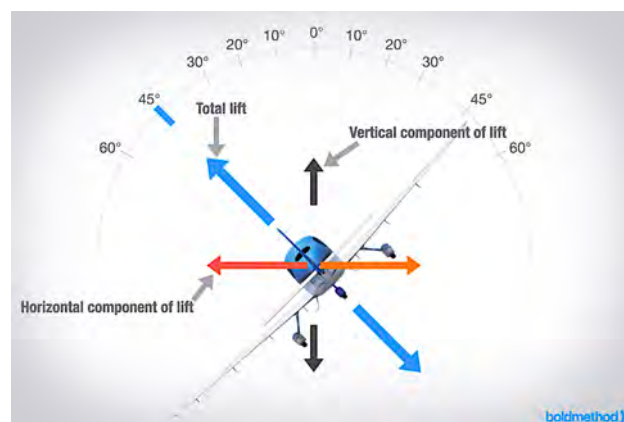
[Click here to learn everything you need to know about flying go-arounds.](#)



2) Steep Turns

When was the last time you practiced steep turns? Try some full steep turns and do your best to maintain +/- 50 feet.

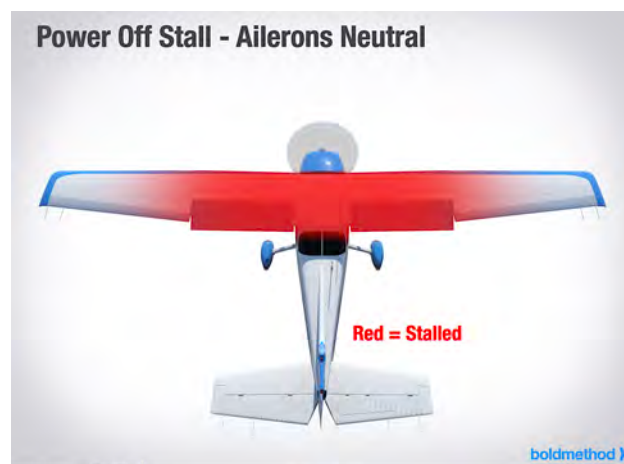
[Click here to learn everything you need to know about the aerodynamics of steep turns.](#)



3) Stalls (Power-On And Power-Off)

You probably haven't practiced stall recoveries in a long time. Give yourself a few thousand feet of altitude and clear airspace. Practice them in both the takeoff/departure configuration and in a landing configuration.

[Click here to learn why you should never use ailerons in a stall.](#)



6 Maneuvers You Should Practice On Your Next Flight

4) Crosswind Landing

When's the last time you practiced crosswind landings? What's your personal limit for crosswind? And do you remember how to calculate your crosswind component in your head? (30 degrees off the runway is approximately 50% the wind velocity, 45 degrees is about 75% the velocity, and 60 degrees is almost 100% the wind velocity).

So what's the solution? It's pretty simple: practice. The next time the winds kick up, head out and practice some patterns. Start with landings. Consistently great landings can be hard to come by if you haven't practiced, and it takes work to knock the rust off.

[Click here to learn everything you need to know about nailing perfect crosswind landings.](#)

With the wing-low method, step on the right rudder to align the nose with the runway, and use ailerons to prevent left/right drift.



5) Practice An Emergency Procedure

When pilots are surprised and unprepared for emergencies, they typically don't perform well. And the increased reliability of GA aircraft may actually be making the situation worse. **Pilots have an expectation that things rarely go wrong in the cockpit, and when they do, it adds increased stress to what is already an emergency situation.**

The more often you practice and prepare for emergencies, typically, the better you'll perform. Start by practicing on the ground. Know how your aircraft systems work, and review the checklists you'll use when things go wrong. *Then, practice in the plane.* You don't even have to be airborne to get started with this. Practice the checklist flows, and what you'll do with your plane once your checklists are complete.

[Your engine just failed after takeoff. Should you return to the runway? Click here to find out.](#)

How familiar are you with your emergency checklists?



6) Power-Off 180

Performing a power-off 180 is just what it sounds like. Abeam an aiming point on downwind, engine power is cut to idle (at or below 1000 feet AGL per ACS standards), and you maneuver to land as close to that preselected point as possible. Most pilots pitch for best glide speed, at least initially, to improve chances of making the runway point.

[Click here to learn everything you need to know about flying power-off 180 landings.](#)

Power-Off 180 Landing



Text and images courtesy of [boldmethod](#)

April 2025

Prairie Aviation Museum



[Visit Our Website](#)



I am first a Prairie Aviation Museum volunteer and second an IL Aviation Hall of Fame volunteer. In fact, I am a Board member and the Treasurer as well as the delegate to the Hall of Fame for PAM.



The IAHoF is made up of IL Aviation organizations including museums, flying clubs, EAA chapters, etc. Each organization names a delegate to vote on inductees to the Hall. Your EAA chapter as well as other aviation organizations are invited to participate if interested.

The IL Aviation Hall of Fame will sponsor an induction banquet in 2025. Applications for Inductee consideration were due by March 15, 2025. New applications are encouraged – yes, we do have previously submitted applications but more are always encouraged. Many local folks have been inducted including Doug Reeve's uncle, Wilbur Smith, who founded the Champaign EAA Chapter 29 as well as Bloomington EAA Chapter 129. Other inductees with ties to central Illinois are James Bildilli, Bob Davis, Gene Hammond, Linda Hamer, Norm Wingler, The Moody Brothers,

Lee Baker, Charlie Wells, Art Carnahan, Rudy Frasca, Octave Chanute, and Wanda Whitsitt.

A large IAHoF sign board is posted at the Prairie Aviation Museum to look for anyone you want to check out. We also honor aviation organizations with our 'Spirit of Flight' award - they are recognized on our sign board. Or by logging into the website (see below).

The delegate meeting to consider applications and to vote for inductees will be in June of 2025.

The banquet is scheduled for October 16, 2025. The location will be determined at a later date. It is open to the public with advance registration.

Organizational dues are \$25 per year. For more info, check out the website at ilavhalloffame.org or feel free to contact John Eckley at jdeckley@hotmail.com.



April 2025

Prairie Aviation Museum



[Visit Our Website](#)

So, your museum has been offered military aircraft for display, now what?

There are two military aviation museums that can offer retired, demilitarized military aircraft for loan to museums and other organizations: The National Museum of the United States Air Force at Riverside, Ohio and the National Naval Aviation Museum at Pensacola Station, Florida. Both organizations have loaned hundreds of retired military aircraft for display across the country. When retired aircraft are available for loans, museums across the country are notified of the specific aircraft model and its current location. To apply for these aircraft, an application to the loaning museum must be submitted along with a detailed plan for how and when the aircraft can be relocated and how it will be displayed.

Both military aviation museums have a detailed contract that explains the required procedures for displaying, maintaining, and protecting the aircraft. The contract also stipulates what restrictions are placed upon the borrowing agency for accessing the aircraft. Should the borrowing agency fail to adhere to the loan contract, it becomes the responsibility of the borrowing agency to return the aircraft to a location specified by the loaning agency at the expense of the borrower.

Included with the loan contract is a multi-page document that outlines instructions for preparing the aircraft for public display. This document outlines security requirements, instructions for securing the aircraft systems and requirements for placing the aircraft on a stable surface for display.

Once an aircraft has been awarded to an aviation museum, it becomes the responsibility of the borrower

to make all arrangements and expenses necessary to relocate the aircraft from its current location to the borrowing museum site.

Recently, Prairie Aviation Museum (PAM) was offered two different aircraft for loan, a Cessna O-2 Skymaster located at Robins Air Force Base south of Macon Georgia and a Fairchild Republic A-10 Thunderbolt II located at the National Museum of the United States Air Force, Riverside Ohio.

The Cessna O-2 Skymaster was disassembled and had been transferred earlier from Chanute Air Force Base, Rantoul IL years ago. Two members of PAM traveled to the base and inspected the aircraft to determine what would be necessary to transport the aircraft back to PAM. It was decided that a pickup truck and twenty-foot trailer and a rental moving truck would be necessary to haul the aircraft back to PAM. The museum expressed interest in acquiring the aircraft, but it was loaned to another museum.

The Fairchild Republic A-10 Thunderbolt became available for loan, being offered to over seventy air museums nationwide. PAM began the process of evaluating acquiring it. First, did the museum have space to display a large aircraft like the A-10 in the current limited air park? Did PAM have the staff to travel to Riverside OH, disassemble the aircraft for transport and upon return, reassemble the aircraft at PAM? What equipment would be necessary to successfully disassemble the aircraft and reassemble it? Was there any potential help or equipment available at the NMUSAF to help? How would the aircraft be transported to PAM? Did PAM have the financial resources to hire a firm to disassemble, transport and reassemble the aircraft at PAM?



Prairie Aviation Museum



[Visit Our Website](#)

The response from the NMUSAF was that any borrower was responsible for any workers and equipment

to relocate the aircraft. They did offer bathroom facilities for our staff.

Measurements of the current air park determined that the A-10 could be positioned for display by reorganizing several current aircraft. Because the museum board did not feel there was staff and equipment necessary to disassemble and relocate the aircraft, a contractor was asked to provide a cost estimate. The contractor's estimate was \$157,000.

Based upon the lack of staff, equipment, transportation equipment and \$157,000, PAM

reluctantly declined the opportunity to apply for the A-10.

Each of the aircraft currently on display in the PAM air park has undergone the same evaluation and planning process prior to acceptance of the loan agreement. PAM has been blessed with talented volunteers, corporate sponsor assistance and enthusiastic motivation to have acquired the current aircraft on display. PAM's volunteer workers have the responsibility of keeping the loaned aircraft on display in compliance with the loan agreement.

In conclusion, just being offered a military aircraft for display is the least issue for an air museum to consider. The cost and workforce necessary to acquire, relocate and maintain a loaned military aircraft become a challenge to many museums like Prairie Aviation Museum.

~Doug Reves

Our 2025 Season

The Prairie Aviation Museum will open its 2025 season on Saturday April 5. Like last year, the museum will be open only on Saturdays and Sundays from 11:00am to 3:00pm. There will be 5 Open Cockpit days (OCDS) this year as in previous years. They will be held on the 3rd Saturday of each month for the months of May through September. Group tours will also be available upon request. We are looking forward to another exciting season.



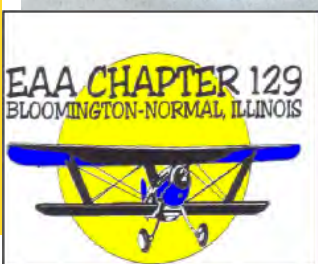
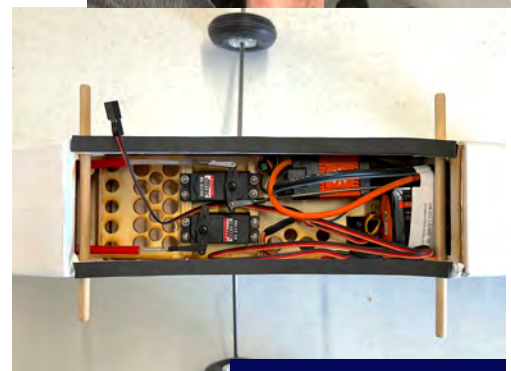
April 2025

RC Model Assembly Team

Our RC Model team led by Matt Kerner and made up of EAA Chapter 129 members and members of the Sentral Illinois Radio Society (SIRS) are finishing up the build and documentation phase of the project. The electric motor and servo systems are installed and the vinyl covering has been applied. The goal of this portion of the build project is to develop a large base of experienced builders to help the kids build a model at the Youth Aviation Summer Camp. The team has met twice a week for six weeks to put this first model

together and develop a curriculum for the model build portion of the camp. The plane will carry SIRS and EAA logos and will take flight when the weather permits.

Building the model plane at the camp will be an activity used as a teaching point showing the parallels between full sized planes and full scaled planes. The models are an exact model of a full size aircraft, sharing all aerodynamic aspects of flight. Wayne Aldrich, our chapter STEM Coordinator, and his team will give lessons through the week on the fundamentals of flight, aerodynamics, combined with experiments for the kids to perform. The camp will include some airport based field trips showcasing all the jobs that are aviation focused.



April 2025

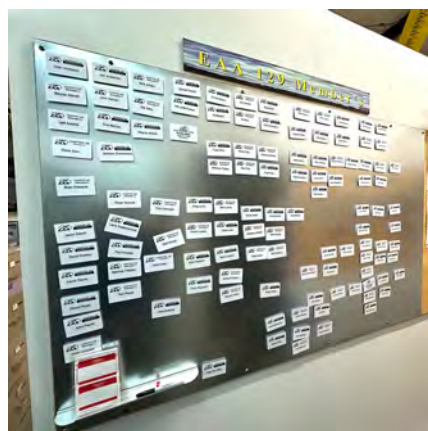
Generous Donations Keep us Growing!

Thanks to all of our members who have donated goods and hours to our chapter as we grow in many areas and offer new opportunities for our members and our youth initiatives.

EAA 129 EVENTS

Upcoming Projects
 Security Camera \$150
 Kitchen Cleaning & Hh. die install
 Display Wall Lighting Project
 Kitchen & Bath Room Painting
 New Entry Door & Frame - Donated \$600
 Security Door Knobs - Donated \$300
 Solid Surface TOPS - Donated \$100
 File Cabinets - Donated \$500
 Tool Cabinets - Donated \$350
 TV/Computer WALL - Donated \$400
 \$2250

Recent donations & Needs



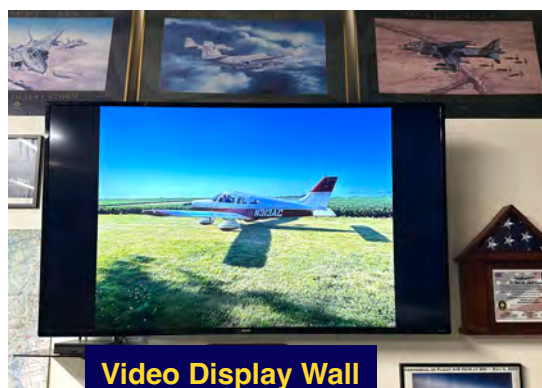
Badge Display Board



Industrial Entry Door with Custom Graphics and Electronic Door Lock



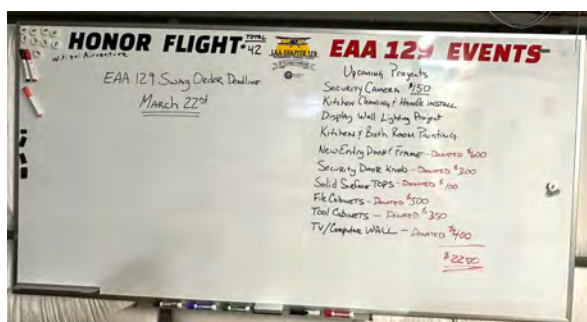
Our iMac Computer



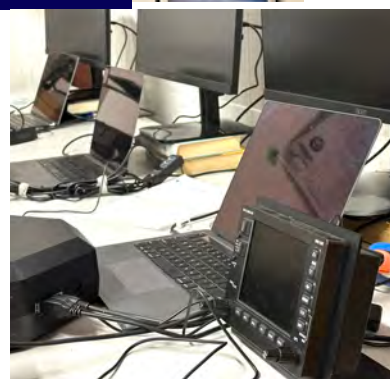
Video Display Wall



Chapter 129 Entry Logo



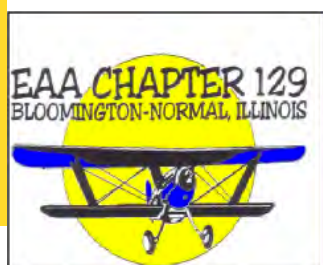
8-Food White Board



SIM Computers and 530 Module



Parts Cabinets for Tool Crib

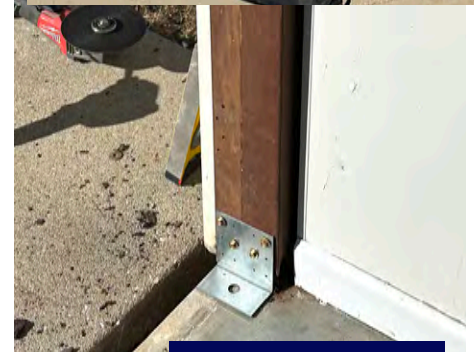
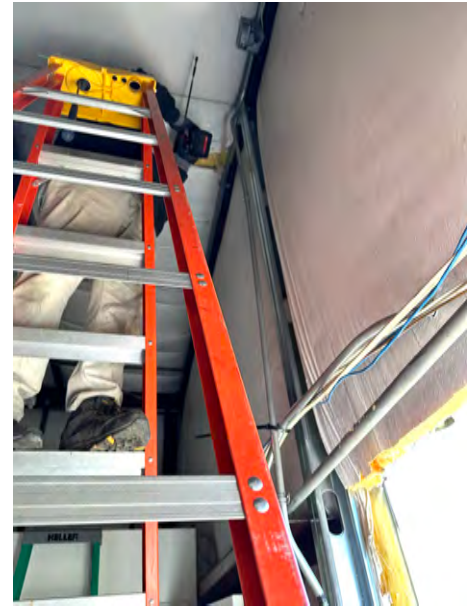


Storage Cabinets With Solid Surface Tops

April 2025

Chapter 129 Gets a New, Secure Door

As you enter our hangar at F-15, you can't help but notice the new, shiny door emblazoned with the EAA logo. Our new industrial grade door, frame and closer were donated and installed by member Matt Kerner and painted in the Thacker paint shop. As we grow and add assets to our chapter, security has become paramount. The original door was far from secure and prone to take flight in any wind. This was no small installation job that included a lot of West wall structural rebuild and replacement of components that have rusted away over the years. Be sure to thank Matt for taking on this important project for us!



April 2025

Chapter 129 Completes First Ground School Event

It's a Wrap!

The first ever EAA Chapter 129 Private Pilot Airplane ground school completed the final class-night on March 3, 2025. The ground school led by chapter member and CFII Jackson Zimmerman was indeed a resounding success. The eight-week course launched on January 3rd met each Monday evening from 6-9pm. We graduated eleven of the original fifteen learners, drawing folks from Effingham, Champaign, Bloomington and several surrounding communities. It was made clear that there is a need for "old school in-person" ground training!



Jackson poured his heart and soul into this project. He covered all 13 required aviation subject areas as mandated by Part 61 and 91. Each week Jackson would prepare and share that week's material by emailing the learners pre lesson reading assignments and the Power Point presentation that he put together for the week. Many of the slides contained graphics and/or links that would lead to even more information on a specific area or topic. The email also included practice quizzes that he created to specifically cover the previous weeks material. Our chapter hangar was the perfect venue for the school. Jackson was able to leverage our Starlink internet and projector, the large screen TV/computer and overhead projector to provide a positive learning experience for all.

Thanks to Jackson for his hard work and dedication. He verified that there is still a need for good old fashion ground schools and has laid the foundation for more to come in the future!

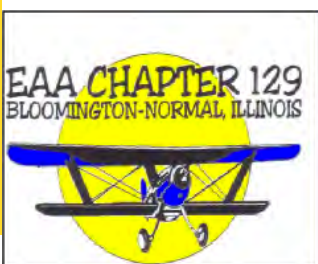
We can't wait to hear back from our graduates.



Chapter 129 Showcases Aviation Careers at BACC



EAA Chapter 129 hosted a display booth on Aviation Careers for 8th grade students from McLean and Dewitt counties at the Bloomington Area Career Center on March 26, 9am-3pm. 18 area schools attended. Thanks to 129 members Eva McCue and Audrey Ruffcorn for working with the many young visitors as they tried their hands at flying the flight simulator and took quizzes on aviation history and aircraft knowledge. Bill Thacker provided a hands on demonstration for building an aircraft aileron involving layout, drilling, cleco use and riveting.



April 2025

Chapter 129 Showcases Aviation Careers at Career Centers

Livingston Area Career Center

Chapter member Kris Petersen (Pontiac Flying Service) organized a visit with the director of the Livingston Area Career Center (LACC) in Pontiac. On January 30th, Bill Thacker and Wayne Aldrich accompanied Kris to meet with LACC Director Tera Graves to discuss potential involvement with LACC. Director Graves connected us with instructors from the Engineering and Architecture, Automotive and Diesel Technology classes, as well as the LACC Career Fair coordinator.



On March 5th, Wayne met with Ryan Woith's Engineering and Architecture classes at LACC and introduced them to the realm of aviation design. Wayne presented the engineering design process and its relevance to aviation. The sessions included an exercise on how "form follows function" applies to aviation and concluded with a discussion on career paths in aviation design.

Kris, Bill, and Wayne subsequently visited Colt Gragert's Automotive and Diesel Technology classes. The students were introduced to various aircraft power plants, as well as the similarities and differences between aircraft and automotive engines and mechanics. Kris and Bill shared their experiences as A&P mechanics, concluding the presentation with pathways to careers in aviation.

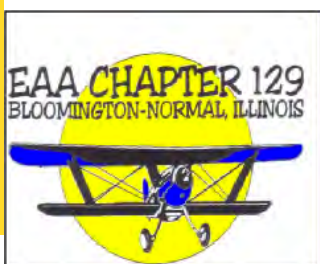
We are looking forward to participating in the LACC Career Fair on Thursday, October 23, 2025.

Bloomington Area Career Center

On March 20th, Eva McCue joined Bill and Wayne for a return visit to Dennis Garrison's Automotive Technology class at the Bloomington Area Career Center (BACC). Eva was previously a student at BACC and was inspired by the 2024 presentation to obtain her Private Pilot License (PPL) and pursue a career in aviation. Eva contributed significantly to the presentation, discussing her journey to obtain a PPL and her future in aviation mechanics.



BACC has requested presentations on drones to integrate into their other programs. If you are a Part 107 drone pilot or a drone enthusiast and would like to assist with these or other presentations, please contact Wayne Aldrich at waldo26z@yahoo.com or 309-824-2455.



April 2025



Central Illinois Radio Society AMA District VI Chapter 621 Founded in 1964

Clubs website

<https://sirs-model-airplane-club.com/>

Field location

5798 county road 600 N McLean, IL
61754

ARENDS AVIATION

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RENTAL RATE FOR AIRCRAFT:
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INSTRUCTOR RATE IS **\$50 PER HOUR**

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Will Eastman - Pilot and Instructor

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williamdaveeastman@gmail.com

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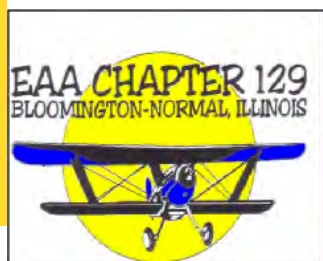
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Email - greenwingaviation@gmail.com

Chapter 129 Young Eagles Program



Chad McCue
Chapter 129 Young Eagles
Coordinator

Subject: Young Eagles Day – April 19, 2025: Volunteers & Pilots Needed!

We're excited to kick off our 2025 Young Eagles season! Mark your calendars—our first Young Eagles Day is happening on Saturday, April 19, 2025 at Synergy

Maintenance, just east of the Prairie Aviation Museum (same parking lot).

Schedule for April 19:

- Volunteer Briefing: 9:15 AM
- Pilot Briefing: 9:30 AM
- Young Eagles Flights: 10:00 AM - 12:00 noon

Dry Run – April 12:

A dry run will take place at the EAA hangar on Saturday, April 12 at 10:00 AM, immediately following the VMC Club meeting. Please plan for a 30-minute walkthrough of the setup, roles, and expectations.

For Pilots:

If you're planning to fly, please ensure:

- You've completed the required Young Eagles training
- You meet insurance and aircraft requirements listed below

For Volunteers:

We need two trained and background-checked volunteers in every area where kids will be. If you haven't yet, please consider taking the Youth Protection training.

We're also looking for:

- 1 Volunteer Photographer
- 1 Volunteer to handle Media Inquiries

Chad will provide training and orientation for both of these roles.

Young Eagles Pilot Requirements:

All pilots must:

- Be a current EAA® member with a sport pilot certificate or higher
- Have a current medical certificate (if applicable)
- Be current to carry passengers in the aircraft you plan to use
- Have a current flight review
- Complete the Young Eagles registration form, signed by both the pilot and a parent/guardian
- Use an airworthy aircraft
- Have \$100,000 per seat liability insurance
- Follow all FARs
- Complete Youth Protection Policy training and a basic background check

Our tentative dates for 2025 Young Eagle Rally days are:

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

~Chad McCue

EAA Chapter 129 Young Eagle Coordinator



Bill Thacker's 1947 Piper Cub Restoration Project

The beginning:

My PA12 restoration project has finally made it to the front of the line. Work has begun. Mostly disassembly, cleaning and inspection. Just today I received the three Field Approvals I requested from the FAA. I like to move the seatbelt attachment from the seat frame to the floor structure for safety. The other two approvals expanded the current baggage compartment, added a second compartment and relocated the battery further aft to off-set the weight of the O-320 engine I plan to install. More on that stuff later.

First some fun facts about Super Cruisers and N3594M. It is a 1947 Piper PA12 Super Cruiser solidly in the Cub family and a direct descendant of the J5. Known as the 3 place Cub. Of course the pilot sits up front with two 1947 sized people in the back. Twelves were thought of as traveling machines. Early advertisements touted its cross-country capabilities bragging about coast to coast flights with only three fuel stops! And it was a -12 that in May of 1950 that flew a certain bear cub to safety that became known as Smokey the Bear! (side note: the original Smokey Bear -12 has been to 11LL) They are sweet machines with a standard 100hp engine, internally sprung main gear that together allowed the 3 place airplane to fly nearly 20 mph faster than their Super Cub siblings at a solid 115mph.



Nine-Four Mike was born on February 17, 1947 and was delivered to Pontiac Flying Service directly from Lock Haven, Pa. on 2/19/1947.

The NEW 1947 PIPER CUB SUPER CRUISER

50% MORE PEOPLE... 17% TO 33% MORE "HORSES" than All Other Planes at Its Price!

ALL THESE FEATURES AT NO EXTRA COST

ELECTRIC STARTER. Just press a button on the instrument panel to start the engine. No hand-cranking the propeller. It's as safe and easy as starting your car.

TWO-WAY TWO-BAND RADIO. Combines transmitter and receiver. Instrument panel control. Both airways and regular broadcast reception are yours.

ENGINE MUFFLER. Quiets the exhaust of the powerful hundred horsepower engine to a husky purr. It adds to the comfort and enjoyment of every flight.

EXTRA GAS CAPACITY. Two wing tanks (indicated by dotted lines) hold a total of 38 gallons for a 600-mile range—more than any other plane at its price!

LOOK TO THE LEADER FOR GOOD SAFE PLANES

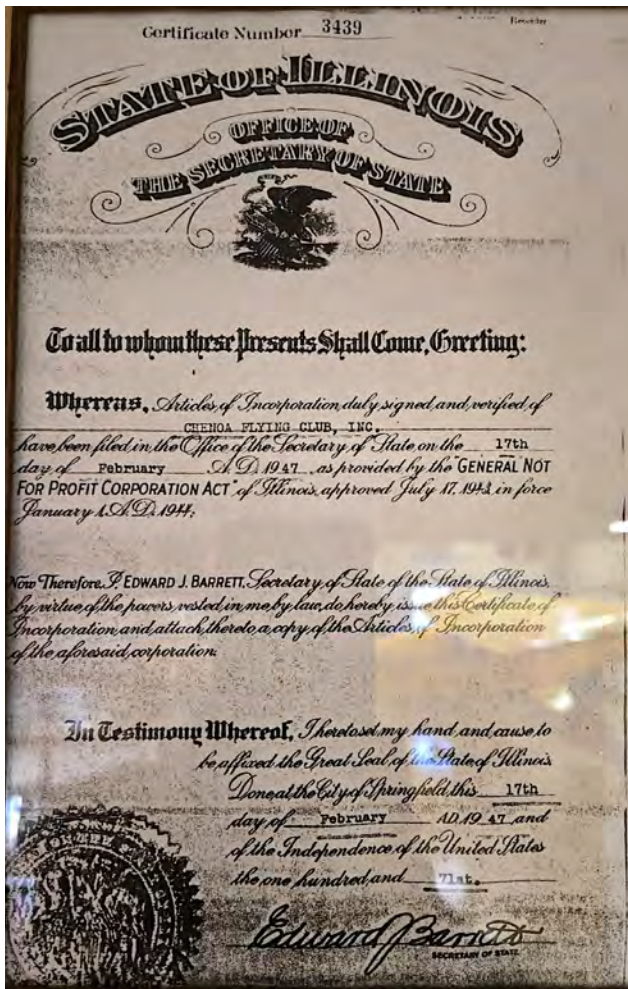
PIPER



April 2025

Bill Thacker's 1947 Piper Cub Restoration Project

The next day six young lads all from Chenoa formed and incorporated a Not for Profit corporation called Chenoa Flying Club, Inc. They flew it to 11LL then called the Chenoa Airport where it was housed for several years. As club members bowed out one-by-one the airplane finally was sold to Carl Mays, one of the original six. As the third caretaker of 94M it has never left McLean County! Actually it has only been housed in either Chenoa or Yates townships since it was 4 days old. I have known of the airplane since taking over 11LL in September 1990 and am so incredibly excited and honored to be tasked with the responsibility of bringing her back to flying condition. I do plan to keep her very original, only upping the horsepower, adding a little baggage space and incorporating some of what I consider mandatory safety improvements when restoring any Cub..It will look just as it did in 1947, with the original Cream and Red fabric finish. I will try to make regular project updates as I begin the serious work of restoration. As with all projects here at 11LL I am sure there will be many friends and family that will have a hand at resurrecting this life long McLean County resident.



ACTUAL WEIGHT AND BALANCE

MODEL PA-12

SERIAL No. 12-2439 NC 3594-M

Approved by J.E. Crowley
Weights and Balance Engineer

PIPER AIRCRAFT CORPORATION
LOCK HAVEN, PENNA.

DATE 2-17-47

EMPTY WEIGHT "As Weighed"
(Including items listed on last page)

	Scale Reading	Tare	Net
Left Wheel	441		441
Right Wheel	449		449
Tail Scale	66	13	52
Total			942

Unusable fuel is 7 lb.

Form AFA-502 (Rev. Feb. 1945)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

BILL OF SALE

KNOW ALL MEN BY THESE PRESENTS: That the undersigned is the owner of the full legal and beneficial title to the following aircraft:

MANUFACTURER OF AIRCRAFT: Piper
MODEL: PA-12
MANUFACTURER'S SERIAL NO.: 12-2439
C.A.A. IDENTIFICATION MARK: NC 3594-M

That such title to said aircraft is not subject to any other or other encumbrance, except as follows:

None (Mortgage, hypothecation, etc.) in the sum of \$1000.00, in favor of

For and in consideration of the sum of \$1000.00, whose address is Lock Haven, Pennsylvania, the undersigned, whose address is Lock Haven, Pennsylvania, on this 17th day of February, 1947, sell, grant, transfer, and deliver all of his above-described right, title, and interest in and to the above-described aircraft, together with such equipment installed therein, subject, however, to any encumbrances enumerated above, unto

Pontiac Flying Service
Box 174
Pontiac, Illinois

whose address is Pontiac, Illinois, and to their executors, administrators, and assigns, to have and to hold all and singular, the said aircraft, forever.

IN TESTIMONY WHEREOF, I have set my hand and seal this 17th day of February, 1947.

STATE OF Pennsylvania
COUNTY OF Clinton

ACKNOWLEDGMENT

Virginia Hungville
Secretary to the General Sales Manager

(INDIVIDUAL OR PARTNER)

On this 17th day of February, 1947, before me personally appeared the above-named seller, to me known to be the person described in and who executed the foregoing bill of sale, and acknowledged that he executed the same as his free act and deed.

(CORPORATION)

On this 19th day of February, 1947, before me appeared Virginia Hungville, to me personally known, who, being by me duly sworn, says that he is the Sales Manager of the Piper Aircraft Corporation, and that the seal affixed to said instrument is the corporate seal of said corporation, and that said instrument was signed and sealed in behalf of said corporation by authority of the Board of Directors and said Virginia Hungville acknowledged the foregoing bill of sale to be the free act and deed of said corporation.

Given under my hand and official seal the day and year above written.

My Commission Expires January 7, 1951

My commission expires (SEAL) 1947

21406



Bill Thacker's 1947 Piper Cub Restoration Project

COAST-TO-COAST *in Only 3 Stops*



Copyright 1947 Piper Aircraft Corporation

YES, you can fly the distance from Los Angeles to New York in just *three stops* for gas when you own a new Piper Cub Super Cruiser! With its 38-gallon gas capacity, this easy-to-fly personal plane will take you more than 600 miles without refueling. Think of flying from Denver to Boston in *two stops* . . . New York to Miami in *one stop* . . . Minneapolis to New Orleans in *one stop*. Or from your home to any place within 600 miles—non-stop! And if you fly at the economy cruising speed you can enjoy a maximum range of 700 miles!

This superior cruising range is but one of the many advantages you'll find in the Piper Cub Super Cruiser. It seats *three* passengers, one more than any other personal plane in its price field. It has a muffler-equipped, 100-horsepower engine for a top speed of 115 miles per hour. As *standard equipment*, it brings you an auto-type electric starter and generator and a two-way, two-band radio . . . features that add to the safety, convenience and enjoyment of your flying.

See the Super Cruiser now at your Piper Cub Dealer's . . . enjoy a free flight demonstration. Ask him for the full-color Piper Cub literature and the new, revised edition of the popular book . . . *How to Fly a Piper Cub*. Remember—only Piper makes the Cub, that good, safe plane. Piper Aircraft Corporation, Lock Haven, Penna., U.S.A. . . . In Canada: Cub Aircraft Corporation, Ltd., Hamilton.

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Your Piper Cub Dealer offers you flight instruction at the lowest possible cost. If you have a pilot's license, he will rent you a plane to fly yourself . . . at low cost. And he also has planes for charter trips. See him always for good, safe, low-cost flying.

**LOOK TO THE LEADER FOR GOOD SAFE PLANES
YOU CAN AFFORD TO BUY AND FLY**

PIPER

EAA CHAPTER 129
BLOOMINGTON-NORMAL, ILLINOIS



April 2025

Roger Kennell's Bearhawk Build

After moving into the farm shop and getting heat, I started making a rotisserie for the fuselage and wings. The gear was removed, and fuselage was placed on the rotisserie. It was about this time I purchased a small finger break to make servo mounting brackets.

There is an art to bending. Dean is a good teacher, but it takes practice to get it right and my scrap aluminum pile has grown. I finally succeeded in getting all the angles right for the electric trim servo bracket. The push rod is the correct length, and Ross Hohulin made a clevis which fits the Ray Allen servo just right. After mounting the servo and operating it, I added more bracing to make the bracket stiffer. I am pleased to see how it turned out.

When you have success, it gives you motivation to continue. The yaw servo bracket was more complicated than the electric trim, but I had gained some experience in shaping aluminum. Dean suggested that the stringers which the yaw bracket was going to be attached to needed to be strengthened. I made a couple of angles to attach to the undersides of the stringers and proceeded to attach the bracket to the topside with through bolts. Just as with the electric trim bracket the yaw servo bracket needed to be stiffened up with the addition of a couple of angles. I get amazed at the strength a 90-degree bend can add to a piece of metal. I moved on to getting the beacon mounted.

Keith Unzicker stopped in to visit. When he does, I take advantage of him being an AI and ply him with questions and ask for advice. He examines the things I have done and has helpful advice and points out things that need to be addressed. He is an important resource in my network community as in Dean, George and others that take the time.



Fuselage on Rotisserie.JPG



Ray Allen Trim Servo mount



Yaw Servo and Push Rod



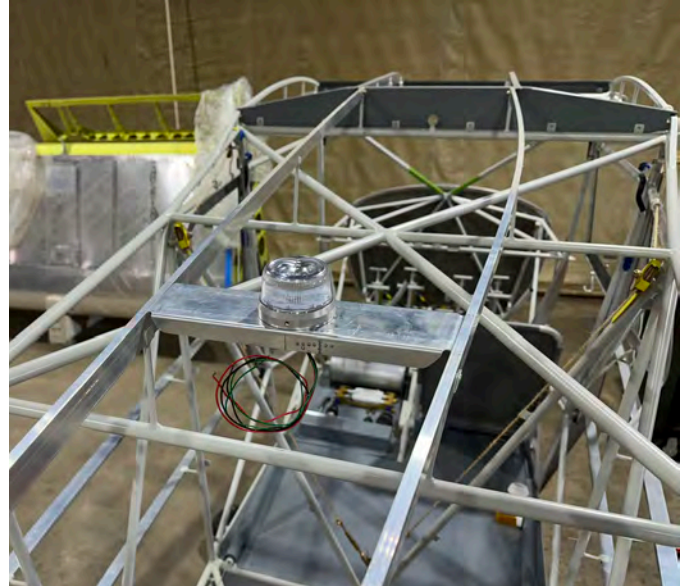
April 2025

Roger Kennell's Bearhawk Build

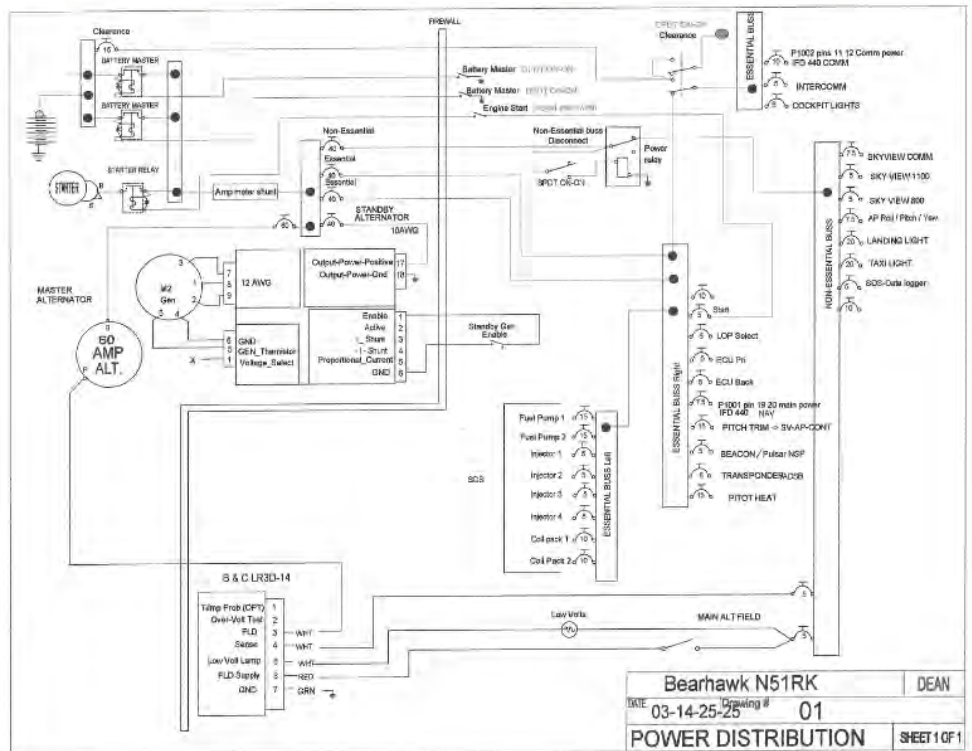
Dean has been spending a lot of time designing the electrical system and instrument panel. He has made a schematic of the overall design and companion drawing for connecting the Skyview network to all the communications and navigation equipment. We spent a lot of time talking about redundancy and backups along with ergonomic switch placement. The SDS EFII adds complexity to the system because of its dependance on electrical energy for the engine to operate. It seems that the design of the electrical system and panel solidified over the past couple of weeks, and it was time to make parts.

At times it is truly fortunate to know people who know people. It provides a network of resources that go way beyond your own knowledge and skill set when you need them. Dean knows many people at Heartland Fabrication in Congerville and understands their skills and machines to form metal. Dean provided the cad files and Heartland laser cut a couple of test panels. We fitted and tested each one then Dean modified the files and sent them to Heartland. The final panel was cut from .06 2024 T3 aluminum on Wednesday and we attempted to put a bend in the bottom of the panel to attach shelves when the panel is installed. A lot of math and measurement were discussed to get the bend in the right place and the right radius. The bend went fine until it didn't, and the piece cracked.

It became decision time as to what to do. The lip was important to what we wanted to do so we decided to give it another try. Heartland had a new piece cut by that afternoon and we went to Congerville the next morning to figure out how to correct the cracking by trying a larger radius and a different die.



Installed Beacon



Roger Kennell's Bearhawk Build

Sometimes it is best not to get in the way of people who know what they are doing, so, I was a helpful observer. Success the second time around and a mutual sigh of relief.

None of us have all the skills and knowledge to build an airplane. We rely on a community of people with specialties, knowledge, and generosity to guide us along the building journey. The neat part is we make new



A Saturday Morning Mission

Three of our members, Eva McCue, Jackson Zimmerman, and Bill Thacker, had a mission on 2/22. They started their day at KBMI to enjoy their ritual EAA breakfast and headed northeast to KIGQ (Lansing, Illinois) to pick up an RV-9 to get a new paint job at KLVW (Lawrenceville). While we were at Lansing, we fueled up and met the owner of the RV-9. With Jackson and Eva departing KIGQ in Bill's Cessna 172 and Bill in the RV-9, they all went south for a lengthy flight to KLWV. On the way there, Eva gained some valuable foggle time as Jackson enjoyed the breathtaking scenery of the Illinois/Indiana border. Monitoring fingers (123.45) on the way, Bill led the duo of airplanes. Once Eva nailed her landing at Lawrenceville on runway 18 and met the people who would be painting the RV-9, all three—Eva, Bill, and Jackson—were quickly back in the Cessna 172 and hungry! They settled on KMT0 for

Matt Kerner at 11LL post-landing was a nice touch to end the day. Three exhausted pilots, two tanks of gas, and one completed mission—it seems as if these pilots had a good, productive day!

~Eva McCue



a bite and some hanger talk, including EAA events, Eva's college plans, and Jackson's ground school. With full stomachs and a full tank of gas, they were homebound. Greeted by

April 2025

EAA Chapter 129 Challenge Coins

Chapter 129 has developed a 'Challenge Coin' to represent our chapter and our charter of **"Igniting the Spirit of Aviation Through Camaraderie, Community Outreach and Education."**

Challenge coins are more than just decorative medallions; they carry significant meaning and serve several purposes, primarily within military and other organizational cultures. Here's a breakdown:

- **Symbol of Membership and Belonging:**
 - A challenge coin often signifies that the holder is a member of a specific unit, organization, or group. It creates a sense of camaraderie and shared identity.
- **Recognition and Achievement:**
 - They are frequently presented to individuals to acknowledge their accomplishments, dedication, or outstanding service. Receiving a coin is often considered an honor.
- **Camaraderie and Bonding:**
 - Challenge coins foster a sense of unity and shared experience among those who possess them. They can spark conversations and stories, strengthening bonds between individuals.
- **Historical Significance:**
 - The tradition of challenge coins has roots in military history, with various stories tracing their origins back to World War I and earlier. This history adds to their symbolic value.
- **"The Challenge" and Tradition:**
 - The "challenge" aspect involves a tradition where members of a group can "challenge" each other to produce their coin. Those who fail to do so may be required to buy a round of drinks. This practice reinforces the importance of carrying and valuing the coin.
- **Moral and respect:**
 - They also can represent oath, loyalty, and respect within a team or unit.



In essence, challenge coins represent:

- Pride
- Honor
- Belonging
- Achievement

While deeply rooted in military tradition, the use of challenge coins has expanded to various civilian organizations, including law enforcement, fire departments, and even private companies.



The coins will be available around May 1 and are available at \$10 each.

April 2025

2025 Poker Run EAA Chapter 129

Event Details

Bloomington EAA 129 is excited to host a thrilling poker run from April 20 to April 26, 2025. This week-long event gives participants the opportunity to visit up to 10 different airports, capturing photo proof at each location.

Event Schedule

- **Event Start: April 20, 2025**
- **Event End: April 26, 2025**
- **Final Gathering: April 26, 2025, at the F-15 hanger**



Participation Guidelines

Participants will need to visit various airports and take photos as proof of their travel. The photos will be used to draw cards at the final gathering. Each airport visited earns a card draw, and participants can keep the best five cards to compete for the best hand.

Final Gathering

The final gathering will take place on Saturday, April 26th, at the F-15 hanger. Here, we will:

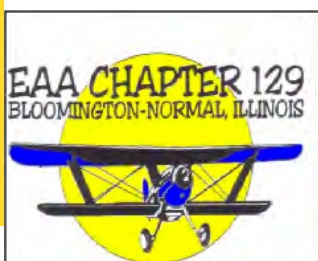
- Draw cards based on the number of airports visited
- Enjoy a lunch of burgers and brats
- Determine the winner with the best hand

Entry Fee and Prizes

Participation in the Poker Run requires a \$20 entry fee. The event will feature aircraft swag as prizes and a 50/50 drawing. All proceeds will benefit one of our youth projects such as Young Eagles, STEM, or our Aviation Youth Camp happening in June.

Join Us

Join us for an exciting week of flying, camaraderie, and competition, all while supporting important youth initiatives. We look forward to seeing you at the 2025 Poker Run!



April 2025

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

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April 2025

Each year, EAA performs a Chapter Member Satisfaction Survey that is sent to the EAA chapter members for response. The survey contains specific questions to assess members' chapter experiences and provide feedback to our leadership to help us provide a more valuable experience.

Chapter 129 received 26 responses to the survey. Here are some takeaways.

Question: Are you satisfied with your chapter's regular gatherings/meetings?

Chapter 129 received a **4.92/5.0** score on this question with the following responses.

- *We always have food and some kind of a special program. A speaker, a demonstration some times we even play games!*
- *The social side is very good and the educational opportunities with IMC & VMC is fantastic.*
- *Excellent presentations. Very knowledgeable people.*
- *Growing participation, great speakers, activities.*
- *Great speakers. Excellent fellowship between members and guests.*

Question: How likely is it that you would recommend your EAA Chapter to a friend or colleague?

This question, while seemingly generic is a Net Promoter Score (NPS) question used by millions of businesses to measure and track how they are perceived by their customers. NPS® is often held up as the gold standard [customer experience metric](#). . An NPS score measures customer loyalty by looking at their likelihood of recommending a given business. There are three categories to score.

- **Promoters** respond with a score of 9 or 10 and are typically loyal and enthusiastic customers.
- **Passives** respond with a score of 7 or 8. They are satisfied with your service but not happy enough to

be considered promoters.

- **Detractors** respond with a score of 0 to 6. These are unhappy customers who are unlikely to buy from you again

It's simple to calculate your final NPS score – just subtract the percentage of Detractors from the percentage of Promoters. In our survey we had 2 Detractor scores (8%), 2 Passive scores (8%) and 21 Promoters (84%) for a Net Promoter Score of 76.

What's a good Net Promoter Score?

- Above 20 is favorable,
- Above 50 is excellent, and
- Above 80 is world-class

So we are just four points short of world class in this NPS evaluation. But we still have a lot of work to do as we improve our current offerings and grow into new areas to fulfill our mission statement of ***"Igniting The Spirit of Aviation Through Camaraderie, Community Outreach And Education."***

Following are a few member's comments regarding the NPS question:

- *They go above and beyond to facilitate meaningful and valuable training,*
- *Currently there is a lot going on in our chapter. We have many activities to get involved in and excited about.*
- *I really enjoy all the activities and the educational opportunities are great.*
- *They are a very active group that has a passion for aviation and what it stands for.*
- *Very active club, wide variety of experience levels, great people*

We have a busy year planned for Chapter 129 in expanding our current offerings and building our Outreach and Education initiatives. Thanks to our many leaders and contributors who have stepped up to help make it all happen.

~ Charlie

