



# The Flypaper

Promoting Sport Aviation in Central Illinois for More Than 60 Years



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## May Chapter Gathering

Our May Chapter 129 Gathering will be **Thursday, May 16** and we will be grilling burgers and brats. Bring a side dish to share. We will eat at 6:00 pm, some brief announcements at 6:45.

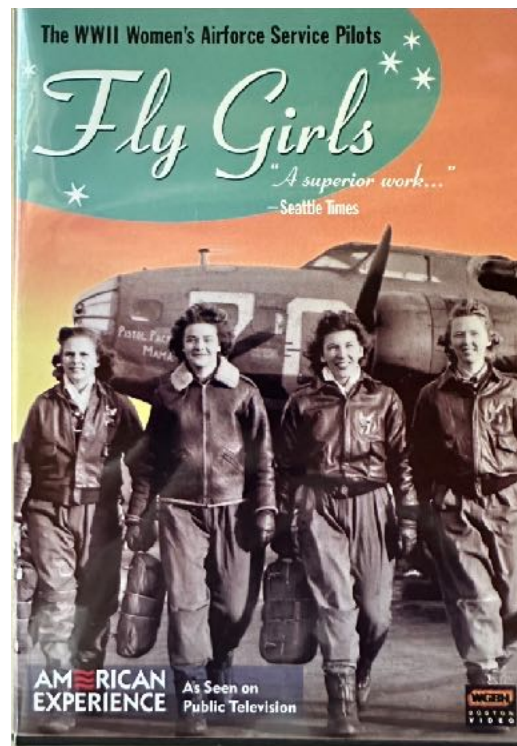


### Our May Program will be at 7:00 pm

This month we will watch the movie Fly Girls, a one hour documentary of the WASPS - Women Airforce Service Pilots.

## Fly Girls - Breaking barriers in the sky

In the midst of World War II, the call went out: women with flight experience were needed to fly for the military. All over the country, young women postponed their weddings, put their educations on hold, and quit their jobs to respond. From 1942 to 1944, more than 1,000 women were trained to ferry aircraft, test planes, instruct male pilots, even tow targets for anti-aircraft artillery practice. Despite serving with grit and determination, women pilots often encountered disbelief and resentment. Thirty-eight would give their lives.



Fly Girls tells the largely unknown story of the Women Airforce Service Pilots (WASP), featuring a remarkable group of former WASPs who recall the planes they flew, the challenges they met, and the pride they felt in playing a role in the American war effort.

## April Chapter Gathering 4/18

The April 18th gathering of EAA Chapter 129 began with 28 members and guests attending. The evening started at 6:00 p.m. with the food items brought by members. There were two soups, four salads, several delicious desserts and lots of cupcakes.

At 6:45 p.m. President Charlie Bates and Bill Thacker called the gathering to order to introduce guests.

Jim Fisher, father of Josh Fisher, from Akron Ohio.

Mitch and Anne Inman, friend of George Wilts from the Houston TX area.

Ben, high school friend of Collin Sampson.

Mark Mueller, friend of John Rettick.

Upcoming events for Chapter 129:

April 20, scheduled Young Eagles at Pontiac weather permitting.

June 7-8 11IL fly-in at Thacker Field. Burgers and beer and a movie will be offered Friday night. Saturday morning will host a fly-in and drive in pancake breakfast.

Announcements, milestones and travel notes:

Charlie Bates and Bill Thacker attended Sun & Fun in Lakeland Florida.

Bill Thacker and John Rettick are both FAA Safety team representatives for our area.

Rick Mrkacek was awarded the "Wright Brothers Master Pilot Certificate" by Nick Loftus, FAA Safety Team Program Manager from Springfield. The award is the highest award for FAA certificated pilots for 50 years of flight with safety.

At 7:00 p.m. Bill Thacker introduced the speaker for the evening, Nick Loftus, FAA Safety Team

Program Manager. Nick presented a program about the FAA Wings program. Nick discussed three steps

to earn "Wings" credits and what "Wings" credits offer toward flight reviews. His presentation started with "Why Wings?" He explained the purpose of the "Wings" program and what was available on the "Wings" website. Nick then demonstrated how to get started with "Wings" by setting up your pilot profile and include your pilot qualifications. He concluded by discussing the new "E-Z Wings" site.

The meeting concluded at 8:30 p.m.



EAA Chapter 129 members and guests learn to navigate the FAA Wings program



Nick Loftus, FAA Safety Team Program Manager

~Doug Reeves, Secretary EAA Chapter 129





## Rick Mrkacek receives Wright Brothers Master Pilot Certificate

Rick Mrkacek was awarded the "Wright Brothers Master Pilot Certificate" by Nick Loftus, FAA Safety Team Program Manager from Springfield. The award is the highest award for FAA certificated pilots for 50 years of flight with safety.

The Wright Brothers Master Pilot Award—is named in honor of Orville and Wilbur Wright who were two American aviation pioneers credited with inventing, building, and flying the world's first successful motor-operated airplane. The Wright Brothers made the first controlled, sustained flight of a powered, heavier-than-air aircraft with the Wright Flyer on December 17, 1903 at Kitty Hawk, North Carolina. The brothers were also the first to invent aircraft controls that made fixed-wing powered flight possible.

### Eligibility

To be eligible for the Wright Brothers Master Pilot Award, nominees must meet the following criteria:

- Hold a U.S. Civil Aviation Authority (CAA) or Federal Aviation Administration (FAA) pilot certificate.
- Have 50 or more years of civil and military piloting experience or 50 or more years combined experience in both piloting and aircraft operations.
  - Up to 20 years of the required 50 years may be U.S. military experience.
  - The effective start date for the 50 years is the date of the nominee's first solo flight or military equivalent.
  - The 50 years may be computed consecutively or non-consecutively.
- Be a U.S. citizen.
- Have NOT had any airman certificate revoked.

**See Rick's aviation story on Page 4**



**Rick Mrkacek was awarded the "Wright Brothers Master Pilot Certificate" by Nick Loftus, FAA Safety Team Program Manager from Springfield.**



## Rick Mrkacek - 50 Years of Aviation

I have often been asked how I got interested in aviation. I believe it started with all of the aviation influences I was exposed to growing up in the 1960's.

The NASA space program was in its early stages during the 1960's with regular news events about the progress of the Mercury, Gemini, and Apollo programs that would eventually lead to placing a man on the moon. I still remember watching the astronauts of Apollo 11 walking on the surface of the moon while working at the local Dairy Queen. I brought a portable TV to the store so the owner and I could watch the historic event in between waiting on customers. As it turned out, it was a rather slow night for business as almost everyone else was also watching the historic event from their homes.

Growing up in Belleville, IL also provided other aviation influences. Scott Air Force Base was adjacent to Belleville and my parents would take us to the open houses that were held every summer and which often featured the Thunderbirds as well as a variety of Air Force aircraft that were on static display for viewing. I also remember in the early 60's when one would hear and feel the sonic booms that were a regular occurrence from the aircraft operating from Scott AFB.

My dad took flying lessons during this time and we would go to the local airport and watch the aircraft takeoff and land while he completed his lessons. In addition, I had an uncle who was a private pilot and would take me on local flights when he visited. I also had a childhood friend whose parents were both private pilots and I would occasionally fly with them.

I believe it was this early exposure to aviation that made me want to pursue my interest in aviation. This started with my pursuit of getting my Private Pilot license. The summer of my high school graduation, I started taking flying lessons through the local community college. Belleville Area College (now SWIC) offered

aviation programs in flight, maintenance, and flight attendant training. I accomplished my first solo in June 1971 and received my Private Pilot's certificate in October of 1971. I continued to fly over the next couple of years while working in other fields always considering the possibility of pursuing an aviation career.

At that time, it was very difficult to get hired by the airlines and I questioned whether a career in aviation would be possible. After a conversation with an uncle about pursuing an aviation career, he advised me that if I was willing to work hard and be persistent in this pursuit, he was sure I would be able to find opportunities in aviation. Taking this advice to

heart, in 1975 I decided to re-enroll in the Belleville Area College Aviation Technology program to begin my professional aviation training which would hopefully lead to a career in aviation. I completed



**Belleville Area College**

my Commercial, Instrument, Multi-engine, and Flight Instructor ratings between 1975-1977 and set out to begin building flight time and experience.

My first job was at a large FBO/aircraft dealer (Walston Aviation) in Alton, IL where I started as a flight instructor. This provided a great opportunity to gain experience and flight time because in addition to flight instruction, they also offered aircraft charter services and were the world's largest Cessna dealer.

*~ See Rick Page 5*



# Rick Mrkacek - 50 Years of Aviation

~ From Rick Page 4

When not flight instructing, there were regular opportunities for doing ferry flights to pick up new aircraft from the Cessna factory, conduct aircraft demonstration flights to potential aircraft buyers, and deliver aircraft to buyers, customers or other dealers. As I gained more experience and built more flight time, I was able to fly charter flights and transition into more sophisticated aircraft, eventually flying the entire Cessna product line from the C-150 to the C-210, C-310 to the C-421, and the C-441 Conquest turboprop. In 1978 I had flown enough hours and gained enough experience to get my Airline Transport Pilot rating.

In 1979, I started flying for a local company (Chemetco) who had just purchased a C-441. The company hired me full time in 1980 to start a Flight Department. Flight operations were conducted throughout the United States and included flights to Europe, as the owner of the company was from

Belgium. In 1981, a new Citation II (C-550) was added and I received my first type rating. With the addition of the Citation, additional pilots were added to support the company flights in two aircraft. In 1984, the Citation was replaced with a Sabre 65, which offered more capability, especially for flights going to Europe. It was also my second type rating.

In 1986 my wife (who was also a pilot) and I had the opportunity to start Premier Air Center in the old Walston Aviation facility.



Premier started as an aircraft maintenance facility that included being certified as a Cessna and Citation factory authorized service center. Premier offered additional FBO services including fuel, flight instruction, charter, and aircraft sales. As owners, my wife and I shared the responsibilities of running the company. While flying was not my primary responsibility, I was still able to continue flying as a charter pilot, conducting maintenance test flights, and aircraft sales demonstration flights. The company started with 35 employees and had 120 employees when we decided to sell the company in 2002.

After selling Premier Air Center in 2002, I started an aircraft sales, management and charter company, Business Aircraft Solutions (BAS). BAS managed aircraft for owners, conducted charters and did aircraft sales much like Premier Air Center. During this time, I completed the type rating for the C-525S.

In 2004, I was involved in the sale of a Citation Encore to COUNTRY Financial that was going to be managed by GROWMARK, Inc., a corporate flight operator in Bloomington, IL. GROWMARK was looking for additional pilots to fly the Encore and asked if I would be interested. After considering the possibilities and opportunities of a career change, I decided to go back to flying as a fulltime pilot with GROWMARK. Over the next couple of years, GROWMARK and COUNTRY both replaced their aircraft with Citation Excels. This change of aircraft required the C-560XL type rating.

COUNTRY Financial made the decision to operate their own Flight Operation in 2014 and I was given the opportunity to start and manage their department. In 2016 I oversaw the building of a hangar for the COUNTRY Flight Operation.

This was necessitated by the lack of hangar space at the Bloomington airport and in preparation of a replacement aircraft.

~ See Rick Page 6





## Rick Mrkacek - 50 Years of Aviation

~ From Rick Page 5

COUNTRY continued to operate the Excel until 2019 when it was replaced with a Citation Latitude. The Latitude requires a C-680 type rating, so I now had a fifth type rating.

My participation in other aviation activities include being a member of AOPA since 1971, the EAA since 2016, and the NBAA. I served as a board member of the NBAA Certified Aviation Manager (CAM) program for twelve years including as the secretary-treasurer and vice chair during this time.

In 2015 you might say I made a return to general aviation with the purchase of a Mooney M20K followed by a Piper Malibu in 2016. Both aircraft were enjoyable to fly and the Malibu offered a lot of capability for a single engine aircraft. In 2018 while in Orlando, FL, I got my single engine sea plane rating in a C-185.

As a member of EAA, I was able to use the Malibu to participate in the EAA Young Eagles program. The Young Eagles program is for individuals from ages 8-17 who have an interest in aviation. I found the Young Eagles program to be a rewarding personal experience providing flights to these participants. It was especially satisfying conducting flights for those individuals who were apprehensive about flying in a small aircraft and then found flying in the Malibu to be a very enjoyable experience. Unfortunately, I did not feel I was using the Malibu to its full potential and decided it was best to sell it in 2022. It is my hope to be able to find an alternative aircraft to be able to continue conducting the Young Eagle flights.

Now that I have retired, it is hard to believe it has been almost 53 years since I got my Private Pilot's license. I am fortunate to have been able to have had all of the experiences during this time, including those as a pilot, the opportunity to fly all of the

various aircraft models, as well as the travel to all of the places in the United States, Europe and technically in Australia (during the purchase of a C-441). I have met and made many friends with numerous customers and fellow aviators and worked with a variety of individuals in other areas of the aviation industry. I have flown almost all of the modern-day Cessna aircraft and a number of



the Citation business jets. I now have over 15,500 hours logged in these various aircraft and will hopefully still add a few more hours to this total.

I am thankful to so many who helped in my pursuit of an aviation career. My uncle, who had the confidence in me to suggest I could achieve anything with hard work and persistence. To all those who provided guidance and support to help me gain experience (especially when first starting out), as well as to those who let me tag along on their flights, or let me fly in larger aircraft that I might gain more experience. I am thankful to the owner of Chemetco who hired me for my first business aviation flying job and all those who supported me in a variety of ways while at Premier Air Center. To Kurt Bock and Steve Denault at COUNTRY Financial who had the confidence to give me the opportunity to start the COUNTRY Flight Operation. Finally, to my wife who always provided support and was a voice of reason along the way, as well as being an accomplished pilot and business partner.





# Milestones

Chapter 129 members achieving  
their goals in aviation



Ross Peterson received his  
CFI in April, 2024



Josh Kerner got his  
commercial multi-engine  
rating in April (*archive photo*)



## There is still time to get your 2024 dues paid!

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

You can mail your payment to:

EAA Chapter 129  
2825 E Empire St  
Bloomington, IL 61704

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

## Chapter 129 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.*

*We thought it may be helpful for those of you who may have liked to attend our meeting but were unable, to offer a short synopsis of the discussion that occurred during the IMC Club meeting last Saturday May 4th.*

### IMC Club Recap

This month's scenario titled "**Speed Unknown**" involved an airplane taking off for a short cross-country flight into IMC conditions, with a zero-airspeed indication shortly after takeoff.

- Discussion occurred around appropriate pre-flight actions to include: inspection of the pitot tube and static ports to verify they were clear. Also, whether an airspeed indication can be checked along with other flight instruments prior to flight.
- Mention was made that pitot heat should be turned on immediately upon noticing the airspeed indication failure in flight. Discussion naturally ensued as to whether pitot ice could be the cause of the erroneous airspeed indication.
- It was mentioned that if airspeed indication was lost prior to entering clouds and VFR could be maintained, an emergency return could be safely made. Conditions were 700 and 2 at the time of takeoff.
- There was discussion around whether or not the situation constitutes an emergency and it was agreed that this was an individual decision based on personal pilot experience and comfort level.
- Much discussion centered around the pitot static system as a whole, with a rapid and accurate instrument cross checking being required. The success of the cross check being based on your system knowledge and observations. These in turn, driving your decision making for actions to be taken.
- A short video was shown, reviewing the pitot static system, its components and possible failure modes. Follow this link for the video which is 6:49 in length well worth the time invested.

[https://www.youtube.com/watch?v=FDkOI\\_CJGZ0](https://www.youtube.com/watch?v=FDkOI_CJGZ0)



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

**Our next IMC Club meeting will be June 1 at 0900**

**April IMC Question of the Month: What is the significance of a black sign with a white numeral "1" located on the side of the runway?**



**Jay Allen hosts our April IMC Club event**



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

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



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### April 13, 2024, VMC meeting

Question of the Month: What is the difference between torque and P-Factor?

Answer: (The VMC answer focused only on the first two factors for comparison) There are four left turning forces that affect airplanes on takeoff:

Torque is described as the force that counters rotation of the propeller caused by the engine. It is an example of a physics law: for every reaction there is an equal and opposite reaction. The torque effect is most powerful at high angles of attack, slow airspeed, and high-power settings.

P-factor refers to the asymmetrical propeller thrust caused by the difference in angle of attack between the ascending and descending propeller blades. At high angles of attack, the downward moving blade takes a greater bite of air, producing more thrust, than the ascending blade causing a left turning effect. The P-factor is most powerful at high angle of attack, slow airspeed, and high-power settings.

The Corkscrew effect is a spiraling slip stream, caused by the propeller, that swirls around the airplane body and hits the left side of the vertical fin. It is most powerful at low air speed and high-power settings. As the aircraft accelerates the slip stream elongates and becomes less impactful.

Gyroscopic precession is the effect of a spinning propeller being pitched in a different direction. The physics law of gyroscopic precession is that a force applied to a spinning object, creates a force applied 90 degrees ahead of the force. This force is most impactful on tail dragger aircraft as they pitch their nose down on takeoff to raise the tail. Doing so creates a left turning force.

A video scenario was shown titled "As the stomach turns." The story describes a student pilot making a three leg long cross-country flight, stopping for lunch with his family along the route, then encountering un-forecast turbulence near the end of his flight. The turbulence causes the pilot to become nauseated. What would you do?

With summer weather approaching, more flights may encounter turbulence and being sensitive to its impact on the pilot and passengers was discussed.

Discussion followed about techniques to reduce nausea in flight and how a pilot should always be aware of his passenger's potential discomfort. Increase fresh airflow in the cockpit, slow the aircraft down to minimize turbulence, focus outside the aircraft, land as soon as possible.

Our next VMC Club meeting will be **May 11 at 0900**

**VMC Question of the Month:** Question:

*How do airplane flight characteristics change as the CG is moved from a forward position to an aft position, and why?*



**Doug Reeves hosts our April VMC Club event**



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## VIP Roger Hougham visits Delta Flight Museum

Prairie Aviation Museum has a full size, formerly a full motion cockpit simulator, for a Convair 880 that it uses for public display. The simulator is painted in Delta Air Lines livery and an exact example of the 1970's airliner cockpit. During an Open Cockpit Day at PAM, Bill Arbogast, member of PAM, met Roger Hougham and learned that Roger had flown Convair 880's during his 33-year career with Delta Air Lines. The Prairie Aviation Museum is planning to refresh the interior and exterior of the simulator and discussions followed that contacting Delta Air Lines might be productive in a cooperative interest in preserving the artifact.

Roger was immediately interested in assisting Bill with contacts at Delta in Atlanta. After Bill contacted the Delta Flight Museum learning that they have a similar Convair 880 flight simulator on display, a day trip to Atlanta was scheduled for April 23. Roger, Bill, and I planned to meet with museum staff to discuss potential assistance with PAM's refresh project.

Bill had interviewed Roger for PAM and shared his notes with the Delta Flight Museum staff (DFM). The DFM staff had passed notes to the Corporate Communications staff and arrangements were made for the corporate group to interview Roger as part of the trip.

Upon arrival at Atlanta, our First Officer was waiting on the jet bridge for passengers to depart. In casual conversation, I mentioned that we were bringing a 94-year-old Delta pilot to be interviewed at the Delta Flight Museum. He asked if Roger might know his grandfather Bob Davis, also a Delta pilot. Roger immediately knew who Bob was and had a great brief discussion with our First Officer. Waiting on the jet bridge was a gentleman holding a sign "Hougham." He escorted Roger, Bill, and me out of the jet bridge by way of the crew exit and to a waiting Delta Porsche limousine SUV. He drove us across the Atlanta airport tarmac to the historic Delta Flight Museum housed in the original 1941 and 1947 hangers. We were met by Austin Coleman, Specialist, Exhibits and Projects and



Nina Thomas, Director of Exhibits and Public Programs. After a short break in the staff break room, Austin shared that the museum had arranged for a video crew to document the interview with Roger in an adjoining video studio. A video staff in charge of makeup and hair made sure Roger was video ready. He was impressed!! Bill and I and several museum staff were escorted to an adjoining room to watch the interview on a monitor. The importance of Roger's interview was tied to Delta Air Lines 100th anniversary being celebrated in 2025. They are collecting interviews from Delta retirees that will be part of their video presentation.

We were introduced to Kelley Moore, Executive Director, Delta Flight Museum, Haden Hall, Video team lead, and Paul Talbott, Flight simulator lead.

Following Roger's hour-long video interview, we were hosted for lunch at the Delta Corporate headquarters cafeteria.

*~ See Roger Page 11*





## VIP Roger Hougham visits Delta Flight Museum

~ From Roger Page 10

Following lunch, the video crew followed Roger as he toured the museum displays led by Paul Talbott. Roger pointed out that he had flown a DC-3 like the one on display, a DC-7 like the one on display outside, and a Lockheed L-1011 like the display fuselage and cockpit. Roger was escorted into the L-1011 cockpit, his favorite aircraft, and the video team captured his comments as he reminisced about flying his favorite plane.

Walking around the two historic hangars filled with aircraft and displays, followed by the video team, Roger commented on the displays and shared his experiences from 1956 through 1988. He shared he had met the future COO of Delta when he was in the Navy and Roger was in the Marines attending military schools. They continued to be friends during Roger's career with Delta.



Paul asked Roger if he would like to fly a Boeing 727-200 full motion simulator. Roger took the pilot's seat and "flew" the departure and approach back into Atlanta while the video team captured the event.

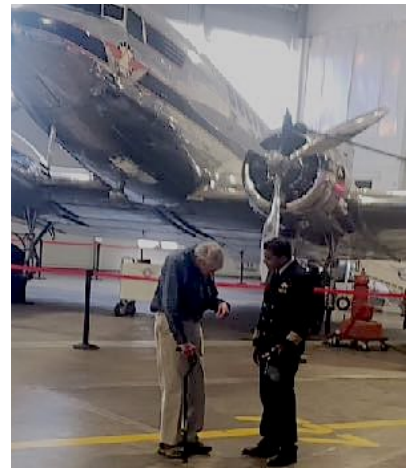
Nearing the close of the museum, the video team took Roger outside to view the only remaining DC-7B on display and had him share his recollections of flying the plane.

Porsche limo SUV. The driver escorted us to the crew security line for TSA and made sure we were given VIP treatment. He told us to take the terminal train to concourse D for our departure gate and be sure to stop at a D-12 for the Delta Sky Club where we could relax from 5:00 till our flight scheduled for 9:15 p.m. Our names were on a VIP list, and we were granted access to the lounge area where we had sandwiches, drinks, and desserts while we waited.

Our flight home was special because Roger and his daughter had arranged for us to sit in first class.

Overall, our trip was a success. We made some quality connections with the DFM staff and viewed their impressive Convair 880 simulator. The trip to the Delta Flight Museum originally planned to discuss refreshing PAM's Convair 880 simulator turned into the Roger Hougham VIP tour, interview, and videotaping for the Delta 100th anniversary documentary. Bill and I were privileged to be part of the historic meeting and hearing Roger share his experiences as a Delta Air Lines pilot. The story of the day was Roger Hougham's return to Delta Air Lines. Congratulations Roger, on a great trip to the Atlanta Flight Museum!

~ Doug Reeves



After everyone said goodbye to all of us, we were driven back to the terminal in the Delta



# Young Eagles 2024



**Dustin Davis Young Eagles Coordinator**

Hi Flyin Friends,

Well, our first scheduled YE Rally for 2024 was canceled due to high winds which caused a shuffle in schedules. The Pontiac rally was rescheduled to May 18. We continue to work with our sister Chapter 29, sharing pilots and ground crew members. Be sure to check

in on the scheduled events to see where our YE Coordinators need help at each event.

## Chapter 129 YE Rally Dates:

April 20th - *Cancelled*

May 18th - Pontiac Municipal Airport

June 15th - Lincoln

August 17th - Bloomington

September 21st - TBD

October 19th - TBD

## Chapter 29 YE Rally Dates:

March 9 Mattoon KMTO

April 13 - Champaign KCMI

May 11 - Mattoon KMTO

June 8 - Champaign KCMI

July 13 - Mattoon KMTO

August 10 - Champaign KCMI

September 21 - Champaign KCMI

October 19 - Mattoon KMTO

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

2024 please TEXT me at 309-532-8180 with your name so I can add you to my list to contact. Also, if you haven't done so yet PLEASE Register at [yeday.org](http://yeday.org) and complete the necessary EAA requirements to volunteer. It can take a couple weeks for the background check, so please get that and the short youth protection requirements done early. If you are already registered on [yeday.org](http://yeday.org) as a pilot or ground volunteer PLEASE make sure you're current with the requirements. You must be a current EAA member and the background check and youth protection training also needs to be current. It would also be very helpful for all ground volunteers to register on [yeday.org](http://yeday.org) as then I can assign all to an event and everyone gets an email to confirm if you are available for that event. Once you confirm you are available, then, if there is a cancellation or delay with one update to [yeday.org](http://yeday.org) all parents, pilots and ground volunteers get notified of the change at once. The EAA is constantly working to provide amazing tools like this so all chapters and rallies can have the best success and smooth flying events.

Again, a HUGE THANK YOU to all who have supported in the past and we look forward to an AMAZING 2024.

Young Eagle Coordinator

Dustin Davis

Junior Young Eagle Coordinator

Lacie Davis



# Poker Run May 18



## Central Illinois Flying Poker Run - 5 Card Draw

Saturday, May 18th

KBMI - KCMi - KDEC - KSPI - 3MY (201nm)

Event Coordinator: Matt Kerner  
email: [tooltime@airlogic.net](mailto:tooltime@airlogic.net)

- 
- Visit locations in any order at any time Saturday before 2:00.
  - Plan to arrive at BMI by 2:00.
  - Pilots flying Young Eagles Saturday morning can omit 2 locations.
  - Pick up a card at the designated location at each airport (we are working to have landing fees waived)
  - Prizes will be awarded for best hand along with door prizes.
  - Details for each location will be emailed to each registered participant once registered.
  - Registration fee is \$10 per plane.

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Chapter 129 is hosting a BBQ at hangar F-15 at KBMI from 11:30 - 2.  
(Donations accepted will go towards Youth Scholarships)

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Please register by 5/11 to help with planning.

[Click Here to Register](#)



## Quiz: Can You Answer These 5 FAA Reg Questions?

- 1) For a night VFR flight, how much fuel do you need to carry past your first point of intended landing?
  - a. 15 minutes
  - b. 30 minutes
  - c. 45 minutes
  - d. 60 minutes
  - e. 75 minutes
  
- 2) You're flying over a city. You need to remain 1000' above the highest obstacle within what radius of you?
  - a. 500 feet
  - b. 1,000 feet
  - c. 1,500 feet
  - d. 2,000 feet
  - e. 2,500 feet
  - f. 3,000 feet
  
- 3) Do you need to tell your passengers to use their seat belts before you taxi?
  - a. Yes!
  - b. Nope
  
- 4) Adults can hold children on their lap for takeoff as long as the child is:
  - a. 1 year old or less
  - b. Under 2 years old
  - c. 3 years old or less
  - d. Never
  
- 5) You're taking a friend on a trip, and they want to split fuel costs. Can you ask them to split parking and tie-down fees too?
  - a. Yes!
  - b. Nope
  
- 6) If you're flying your own plane, can you ask your friend to pitch in \$50 for the upcoming annual inspection too?
  - a. Yes!
  - b. Nope



Quiz courtesy of [boldmethod](#) ▶

*See answers on Page 16*



I counted eight professional pilots at our recent IMC Club meeting who had long term careers in aviation. The experience level they bring to our QOM and Real World Scenario discussions for both VMC and IMC is invaluable.

In the recent IMC RWS, the pilot noticed he had 0 indicated airspeed as he was about to enter IMC. The question on the table was 'What would you do?' Turn back, push on, declare and emergency, pitot heat? As these thoughts and more bounced around the room one of our 'senior' pilots asked 'do we have an emergency, is the plane flying okay, can we confirm with other instruments what is happening, do we have other means to assess our airspeed, do we have to make an immediate decision?'

While there was no single correct answer to the 'what would you do?' question, the discussion certainly brought to light many options and a clear process to address the situation. We are fortunate to have this level of experience in our chapter to support our mission of safe flying. Thanks to our VMC and IMC coordinators Bill Thacker, Doug Reeves, John Rettick and Jay Allen for taking the lead with these programs, it is a lot of work. Beyond the initial coordinator training requirements, there are many hours of preparation required to put these monthly events together.

The VMC and IMC Clubs offer attendees credit in the FFAST WINGS program. I am relatively new to the WINGS program but have gained a new appreciation of the values it brings us through these VMC and IMC meetings in terms of safety and proficiency. The WINGS - Pilot Proficiency Program is based on the premise that pilots who maintain currency and proficiency in the basics of flight will enjoy a safer and more stress-free flying experience. We are fortunate to have these tools to bring to our pilot community. See more on the WINGS program on page 16.

In other news, we had a new member join our chapter following our May IMC Club

meeting. Greg Remaley, a recently retired United Airlines pilot that started building his RV 14 in April. That brings our total number of active builds to seven, unless I missed someone. It is

really exciting to see the monthly progress for each of these builds and particularly the camaraderie and sharing of information and parts over pancakes and eggs on Saturday mornings.

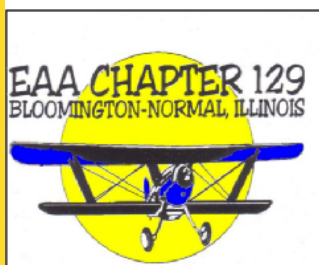
Our Young Eagles season has started with two rallies per month, 13 total rallies planned between Chapters 29 and 129. Please look for opportunities to support these important events as pilots or ground support personnel. See the schedule on Page 18.

Put June 7 & 8 on your calendars for our Spring fly in to 11LL Thacker field. Burgers, movie and camping Friday night and a fly-in breakfast Saturday morning. More details to come.

June 25 and 26 we will host 20 kids, grades 3 to 6 as part of the Children's Discovery Museum and Prairie Aviation Museum's aviation summer camp. The mornings will be spent at our EAA hangar discussing an introduction to airports, aviation history, principles of flight, an airplane preflight and model building. The afternoon sessions will include activities at PAM and a tour of the airport including the Control Tower, Fire Station, OSF Lifelight and a runway tour.

We have a busy year ahead of us. The EAA Chapter Leadership Academy emphasizes that the mark of successful chapter is doing lots of activities. We are making good progress.

~ Charlie



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

**FAASTeam**  
Safer Skies Through Education



**FAA**  
Aviation Safety

## WINGS - Pilot Proficiency Program

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

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

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

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

accomplished regularly throughout the year, thus affording you the opportunity to fly in different seasons and in different flight conditions.

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

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

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

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### **Answers to Reg questions Page 14**

- 1) **c** - According to 91.151, you need 45 minutes of reserve fuel at night after your first point of landing.
- 2) **d** - According to 91.119 (b) , you need to be 1,000' above the highest obstacle within 2000'.
- 3) **a** - According to 91.107 (a) (2), you need to notify passengers to use their safety belts prior to taxi.
- 4) **b** - According to 91.107 (a) (3) (i), children under 2 years old can be held for takeoff.
- 5) **a** - FAR 61.113 (c) allows you to split airport expenditures equally (pro-rata), so it's ok to split the fees.
- 6) **b** - You can't split maintenance costs, FAR 61.113 (c) only allows you to split direct costs.



## Webinars, Podcasts, Videos!

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



### Chapter Video Magazine

**May Video!**

#### What You Can Expect

In this month's Chapter Video Magazine:

- 1.) International Young Eagles Day June 8th
- 2.) Chart it All Special
- 3.) Homebuilt Aircraft Council
- 4.) Ray Scholar Milestone - 500 Pilots!
- 5.) AV Chapter Camping
- 6.) AV Chapter Pancake Breakfast

Find EAA's Chapter Videos at:

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



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



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



### Webinars

INTERACTIVE | EDUCATIONAL | MOBILE



Be sure to check out the April/May edition of Midwest Flyer Magazine

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



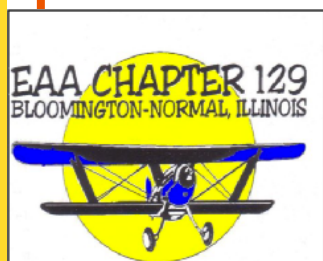
## EAA Chapter 129

### 2024 Calendar of Events

May 4 - IMC Club 0900  
May 11 - VMC Club 0900  
May 16 - 129 Monthly Gathering 1800  
May 18 - VMC Club 0900  
May 18 - YE Rally Pontiac  
May 18 - Poker Run  
June 1 - IMC Club 0900  
June 7 - 8 - Thacker field Fly-in  
June 15 - YE Rally Lincoln  
June 20 - 129 Monthly Gathering  
June 25-26 - Children's Museum Summer Camp  
July 6 - IMC Club 0900  
July 13 - VMC Club 0900  
July 22-28 - Airventure!  
Aug 3 - IMC Club 0900  
Aug 10 - VMC Club  
August 17 - YE Rally Bloomington  
Sept 21 - YE Rally TBD  
Oct 19 - YE Rally Bloomington  
  
Every Saturday 7 to 9 AM - Gathering of Eagles at EAA Chapter 129 hangar F-15



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



### EAA Chapter 129

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

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