

Hello all,

This is my first time writing a newsletter. Not just for the chapter, but in general, So if you have input on what would make this better please reach out and let me know. I will always put in my best effort. I have created a dedicated email for the newsletter so the communications won't get lost and the next person will be set up when it comes time to hand off the torch. You can reach me at [ea770newsletter@gmail.com](mailto:ea770newsletter@gmail.com) Please feel free to share any stories you would like added to the newsletter.

Cristian Barillas has been working hard updating the website and has been doing a fantastic job. Check it out when you get a chance. <https://chapters.eaa.org/ea770> He has gathered a short BIO of our chapter leaders/officers. John has committed that he has learned a lot about those that serve alongside him. I can say I have also learned a lot reading through their BIOs.

Thanks to Cristian Barillas the newsletter will be added to the EAA website at <https://chapters.eaa.org/ea770/documents/newsletter> (Future newsletters)

## News about members

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- Earlier this month, there was a successful surprise party for Paul Settle. He showed up to support Chad (from the control tower) and instead was met by friends celebrating his birthday. Paul wishes to thank all those involved in the prank!



- One of our past Ray Scholars Kenny Spaniol is currently working at KDSM (Des Moines, Iowa) as part of the ground crew for American Airlines. He is actively working on his instrument rating passing his written portion with a 98% on January 14.
- Former chapter member Jeromy Jump has completed some of his training at LIFT Academy in Indianapolis. He passed the written for instrument and is waiting for the flight check portion of it. He has moved to Myrtle Beach, Florida for better weather during the winter.

## Important Emails

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Hi everyone!

Hope you're staying warm!

Jim & Donna Bildilli have been Explorer Advisors for many many years and have worked with countless youth during AirVenture over that time. They have kindly donated the cost for 2 youth (14-20 years old) to attend AV2025 as an Explorer. This is truly an amazing opportunity and likely will be literally life changing for those fortunate to attend.

Please read the information below and reach out to Jim if you have any questions. He can be reached by cell at 217-299-0920, or by email at: [j.bildilli@comcast.net](mailto:j.bildilli@comcast.net)

This is not a Chapter 770 scholarship, but is being offered to Chapter 770 members and their families and friends. Please share the details with those who may be interested.

There are two scholarships to attend the Aviation Exploration Base during Air Venture. Camp fees and transportation will be provided from Springfield. Registration as a member of Scouting (formerly the Boy Scouts of America) or as an Aviation Explorer with the same organization is required. The last time that I checked it was \$40/yr. to be a registered Explorer. I will help non BSA members to register with "my" Post which is located in Racine, WI. It's truly unfortunate that our local BSA Council does not actively support the Exploring programs which are career-based programs.

We will leave SPI at 9:00 AM on Friday July 25, 2025 and return to SPI on Sunday August 2, 2025 around 4:00 PM. Tent camping is required; however, all meals and activities are included. We have accommodations for Explorers that have special food requirements/guidelines. Dress is casual (shorts, T-shirts, tennis shoes and lots of sunscreen) and we have a recommended list of what to bring and what is not allowed in the camp. The camp usually has between 150 and 175 high school age (boys and girls) students from all across the country that have a strong interest in a career in all fields of aviation.

Campers need to be at least 14 years of age or will be starting high school in the fall. We have a website that has more information about the camp at <https://www.aviationexplorationbase.org/>

Anyone interested in attending should contact me if they have any questions or need assistance. Chapter members who are interested in stopping by to see the camp or perhaps rest their bones while sharing a meal with us are welcome. If they have kids, that's even better because they can see the camp and perhaps plan to attend when they meet that minimum age requirement.

Take care,

Jim & Donna

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## Upcoming Events

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2025-02-01 Super Safety Seminar [https://www.faasafety.gov/SPANS/event\\_details.aspx?eid=134590](https://www.faasafety.gov/SPANS/event_details.aspx?eid=134590)

- Northfield Inn and Conference Center.
- Registration begins at 8 AM.
- Sessions begin promptly at 9 AM. (3 in morning and 3 in afternoon)
- Subjects will cover topics such as talking to ATC, Buying aircraft, long distance cross country planning and weather, medical ForeFlight and pilots vs. mechanics working on aircraft.
- There have not been all day seminars like this since before COVID, so we are excited to help our friends at IDOT and FASTeam relaunch this worthwhile program!
- We will be providing transportation to/from the airport for anyone flying in.

2025-02-11 Wings & Wheels Planning Committee Meeting

2025-02-20 Chapter Gathering

- (Please remember to bring your chapter dues if you haven't already taken care of them.)

2025-03-11 Wings & Wheels Planning Committee Meeting

2025-03-20 Chapter Gathering with special guest speaker

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## Helpful articles / useful links.

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### Quiz: Cold Weather Operations

[https://flighttrainingcentral.com/2025/01/quiz-cold-weather/?trk\\_msg=CCIE8RLUA41K12EF1LU3U0PVBS&trk\\_contact=TAPBNOCMDH2ONCD978TV7HU6LK&trk\\_sid=VU5LOPQ38R463UK89RBOQSICQK&trk\\_link=C16L5BTG14R4B6N644D51A9RQG&utm\\_source=MarketingEmail&utm\\_medium=email&utm\\_term=TAKE+QUIZ&utm\\_campaign=FF25011A&utm\\_content=Fast+Five+-+January+11th](https://flighttrainingcentral.com/2025/01/quiz-cold-weather/?trk_msg=CCIE8RLUA41K12EF1LU3U0PVBS&trk_contact=TAPBNOCMDH2ONCD978TV7HU6LK&trk_sid=VU5LOPQ38R463UK89RBOQSICQK&trk_link=C16L5BTG14R4B6N644D51A9RQG&utm_source=MarketingEmail&utm_medium=email&utm_term=TAKE+QUIZ&utm_campaign=FF25011A&utm_content=Fast+Five+-+January+11th)

### Top 10 mistakes iPad pilots make

[https://ipadpilotnews.com/2025/01/top-10-mistakes-ipad-pilots-make-airplane-gps/?trk\\_msg=CCIE8RLUA41K12EF1LU3U0PVBS&trk\\_contact=TAPBNOCMDH2ONCD978TV7HU6LK&trk\\_sid=VU5LOPQ38R463UK89RBOQSICQK&trk\\_link=JQAVI9QIKGF434V3FORI1CV964&utm\\_source=MarketingEmail&utm\\_medium=email&utm\\_term=READ+MORE&utm\\_campaign=FF25011A&utm\\_content=Fast+Five+-+January+11th](https://ipadpilotnews.com/2025/01/top-10-mistakes-ipad-pilots-make-airplane-gps/?trk_msg=CCIE8RLUA41K12EF1LU3U0PVBS&trk_contact=TAPBNOCMDH2ONCD978TV7HU6LK&trk_sid=VU5LOPQ38R463UK89RBOQSICQK&trk_link=JQAVI9QIKGF434V3FORI1CV964&utm_source=MarketingEmail&utm_medium=email&utm_term=READ+MORE&utm_campaign=FF25011A&utm_content=Fast+Five+-+January+11th)

A worthwhile read from the Winter 2024-2025 issue  
"ON APPROACH Policyholder News", Avemco....



So, last winter I remember vividly the moment when I was lying in bed after a visit to my chiropractor thinking, "The most dangerous thing to me losing a medical might just be an icy airport ramp."

Ok, so a little back story.

I had just finished a flight and was putting the plane away. I took lots of care doing this.

The ramp was icy, so I put the ice cleats on my shoes that I kept in my truck for exactly these conditions. I took my time hooking up the tug for the plane, and slowly pushed it back into the hangar. I didn't want to fall on the ice or slide the plane into anything that would cause damage.

Successful, I closed the hangar door, locked up, took the cleats off my shoes, and climbed into my truck. Off I went toward home.

But about two miles away, I noticed I had forgotten my coffee cup, hat, and gloves, in the plane. So, I turned around and headed back. I parked in front of the hangar and hopped out to just run in quickly and grab what I had forgotten.

But when I did so my left foot hit the ice and slid out completely. I hit the ground hard on my left hip and back. Laying there, I thought, "am I hurt?" or "is this just going to hurt?"

Adrenaline works well, and I hopped back



up. I proceeded into the hangar to grab the forgotten coffee cup, hat, and gloves, but couldn't help but notice that it sure felt like my back had been strained in the fall. The good news was that I hadn't hit my head or anything else on anything hard.

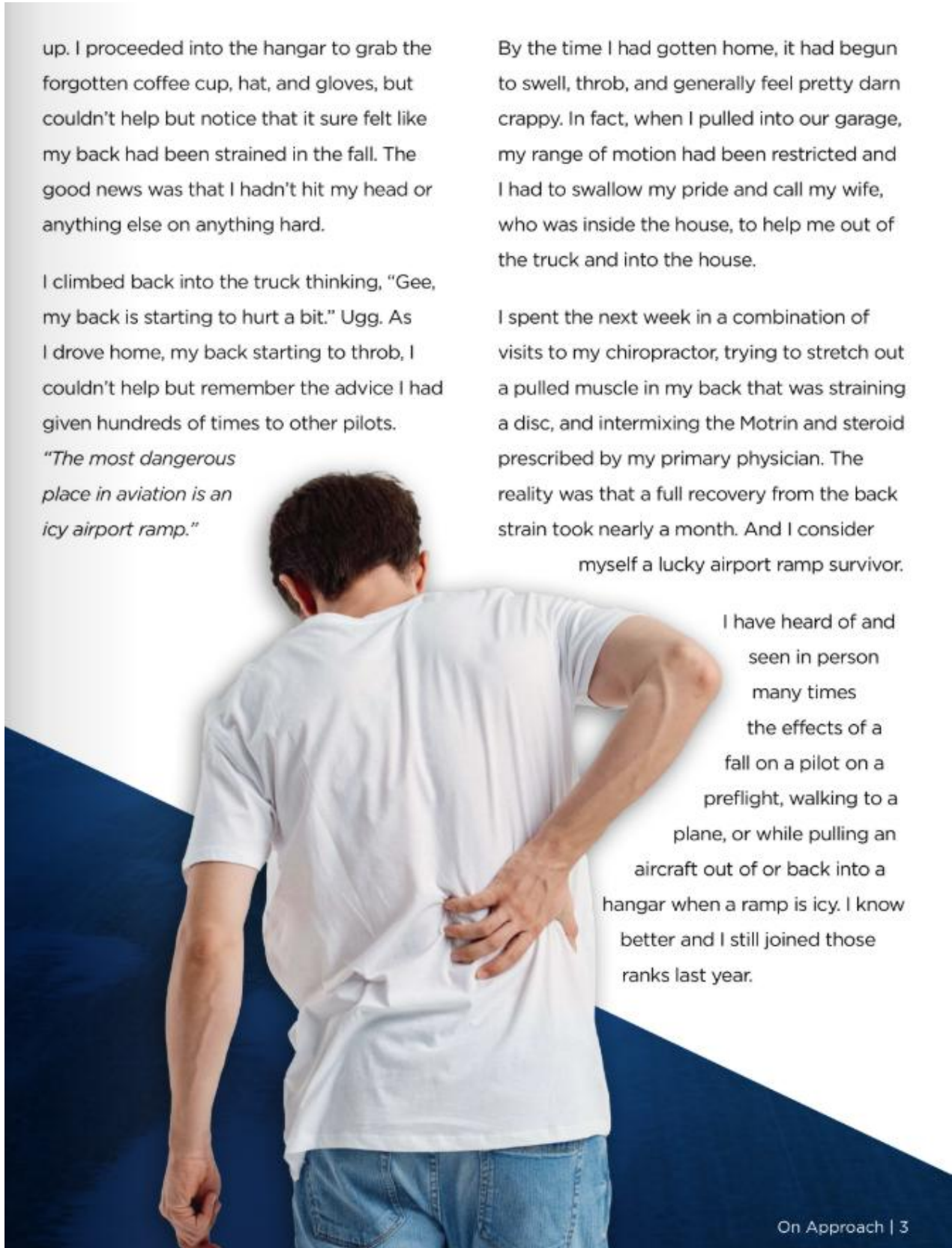
I climbed back into the truck thinking, "Gee, my back is starting to hurt a bit." Ugg. As I drove home, my back starting to throb, I couldn't help but remember the advice I had given hundreds of times to other pilots.

*"The most dangerous place in aviation is an icy airport ramp."*

By the time I had gotten home, it had begun to swell, throb, and generally feel pretty darn crappy. In fact, when I pulled into our garage, my range of motion had been restricted and I had to swallow my pride and call my wife, who was inside the house, to help me out of the truck and into the house.

I spent the next week in a combination of visits to my chiropractor, trying to stretch out a pulled muscle in my back that was straining a disc, and intermixing the Motrin and steroid prescribed by my primary physician. The reality was that a full recovery from the back strain took nearly a month. And I consider myself a lucky airport ramp survivor.

I have heard of and seen in person many times the effects of a fall on a pilot on a preflight, walking to a plane, or while pulling an aircraft out of or back into a hangar when a ramp is icy. I know better and I still joined those ranks last year.



As we all approach another winter season, don't join them yourself. I am certainly going to try to not do so this year.

Pulling a plane out of a hangar is an easy opportunity to slip and fall back and hit your back or head. Pushing a plane in is an easy time to fall forward if your feet slide out from under you. If the ground isn't dry and firm, get help. Use a tug. Or wait.

While most airports don't add salt or sand to runway or ramp surfaces, you can use other tools to help you from sliding. Cleats on your shoes are super helpful. Chains on tires for tugs do a lot to help. Use tools instead of just brute force when it is slippery. Don't take the chance at bouncing your noggin on the hard ground or pulling muscles you will need to keep flying. Work smarter, not harder, or less safe.

Here we all are starting another winter flying season. Call this a Public Service Announcement (PSA) if you want, but be careful out there on those ramps.

The airport ramp when it is icy might in fact just be the most dangerous place you go as a pilot. Walking across one, pushing a plane in, or pulling one out might be the most dangerous thing you do as a pilot. Take some precautions. Get some help. Don't end up laying on your back on the ramp, out of flying for a bit as you recover, or worse. ❗

## ABOUT JASON BLAIR



Jason Blair is an active single- and multi-engine instructor and an FAA Designated Pilot Examiner with over 6,000 hours total time, over 3,000 hours instruction given, and more than 3,000 hours in aircraft as a DPE. In his role as Examiner, over 2,000 pilot certificates have been issued. He has worked for and continues to work with multiple aviation associations with a focus on pilot training and testing. His experience as a pilot and instructor spans nearly 20 years and includes over 100 makes and models of aircraft flown. Jason has published works in many aviation publications, a full listing of which can be found at [www.jasonblair.net](http://www.jasonblair.net).

