



Family Dinner Night **The Patio** **Bolingbrook, IL**

Saturday, May 5th @ 6:00pm

It's been awhile since we've had a Family Dinner Night, so mark your calendar and come out and have a good dinner and good conversation with friends.

The Patio is located at 151 S Weber Rd, Bolingbrook, IL. It is also walking distance to Clow airport for anyone wanting to fly to dinner.

Everyone is welcome - Family and Friends!

Hope to see everyone there!

It's Time To Do Some Planning

We need your input to set direction for your chapter. At our next meeting on April 27th all of us are going to set direction for the next few years. In the absence of planning we tend to react and in those reactions, we can miss areas where our club can add value.

So, how does this work? First, we will gather your ideas of where we currently operate like builders, social, recurrent training, and other ideas you bring to the table and ideas that are outside of or current focus that you feel might be a good extension of our efforts.

What do you need members to do? Bring your ideas! In the next couple of weeks think about what chapter 95 means to you. Think about what Chapter 95 could do that it currently does not do. Write these ideas down and bring them with you to the meeting. It's all right to be as specific or as general as you want.

At the meeting we will gather all ideas that come from our members. While Warren and others host a program on traffic patterns we will group these ideas into similar categories of work, then as a group we will rank these ideas into a strategic plan.

Please show up for this meeting! It is important to our club! If you're are a person that doesn't attend regularly, or new to the group please come and help, we especially need your input!

Your Chapter 95 Board and Officers



Tom Ellis enjoying some helicopter hovering in his backyard in March.



From The President ...



Hi all,

Mother Nature has finally decided it is time for spring weather. It feels great to be in the 60's so let's get outside and enjoy ☺

Our Board has been working on Strategic Planning for Chapter 95 moving forward. Your input is critical to successful results from this effort. Please make it a point to

attend our Friday 4-27-18 meeting and bring your input as to your activities you like, don't like and or would like to see the group entertain in the future.

May 5th we have a Family Dinner night at the Patio so mark the date on the calendar and invite friends and family to come out enjoy the fellowship with like minded aviators.

Signing off now until next month;

Be Safe, Healthy & Happy,

Mark
(Email: mrkmolle@gmail.com)

Chapter 95 Meeting Minutes - March 23, 2018

Meeting called to order @ The Grundy County Farm Bureau @ 7:40 pm by President Mark Molle with 22 in attendance.

Pledge of Allegiance recited.

Secretary's Report ~ Warren Roddy: Accepted as reported in our March 2018 Newsletter.

Treasurer's Report ~ Jacque Nawojski

Income: \$210 (all dues)

Expenses: \$0

Young Eagles Fund: \$4,232.73

Available Funds: \$4,161.00

Old Business

Nothing to report as Chapter Activities have been really quiet this winter

New Business

We have a board meeting scheduled for 9AM tomorrow (Saturday) at Doug Harford's Hangar (at his grass strip).

Our schedule is pretty quiet through April; however, we will be getting busy in May when things start to pick up.

Ford Tri-Motor Hosting: Tom Ellis has volunteered to take the lead. To start off he has invited everyone to his house for workshop clean-up and yard work! Actually the opportunity for hosting this event would be from July 12 thru 15th.

Per the hosting manual requirements we would need the following—

Tent

Table and chairs

4 per shift-2 shifts per day for volunteers

Fill out chapter event for insurance

Co-ordinate with Airport FBO manager

The Tri-Motor would arrive on Monday
Thursday is media day and then rides from 2 to 5 pm
Friday thru Sunday there would be rides from 9am to 5pm

Our Chapter would receive 50% of sponsorships, \$5 per seat and 10% of merchandise.

Adult rides are \$70 and \$50 for age 17 and under

Tom noted that our volunteers had a great time when we did this a few years ago. One neat thing that happened was the friendships that were created with the pilots and crew.

Matt Trofimchuck suggested we get a letter signed in advance stating that a hangar is available for the Tri-Motor--as this is a critical item.

Larry Nawojski made a motion to do this event which was seconded and approve by Aye vote.

Miscellaneous Discussion:

Jana is looking for articles for our Newsletter—please help out!

Dick Searls reported his RV10 project now has a motor and windshield. He's about a year away from completion.

Dick is also looking to get a group together to fly to Frasca field for their fly in on Saturday, July 21st.

Tom, Glenn, and Alicia attended the Hops and Props at EAA headquarters the 1st week in March and had a great time. This event is becoming extremely popular and not just aviation people attend. They open the whole museum with 88 brewers and lots of food stations—all included in your admission ticket. Also all the local hotels provide a shuttle to and from the Museum.

We are still in need of treat volunteers for several future meetings. A sign-up sheet is by the treats!

Project Updates:

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Guest Speaker:

EAA Chapter Video

Treats:

Mark Molle brought homemade Chocolate Éclair Cake that Shelly baked. It was great! Thank you!

SAVE THE DATE - July 12-15

Chapter 95 is hosting the Ford Tri-Motor at Morris Airport

Many Volunteers Needed

From Tom Ellis: About 10 years ago, Chapter 95 hosted the Ford Tri-Motor. It was the first time for us hosting the tri-motor or anything else that wasn't an airshow or young eagles for that matter. I don't think any of us had any idea how this would go. The chapter helped out with the airshows in the past, but those were over 2 days, Saturday and Sunday. The tri-motor is a 4 day event. Ok, 3-1/2 day event. We needed volunteers to help out Thursday afternoon, Friday, Saturday and Sunday. This is what I can tell you from my experience from volunteering at this event. I was still what some might consider "new" to the chapter at that time. I really didn't know how this was going to go. The volunteers met Thursday afternoon (myself included) and we began to work out who was going to do the different jobs that come with hosting the tri-motor. By the way, none of the jobs are hard. They were, in fact, a way to get involved with the operations of the tri-motor, which was pretty cool. I got stuck doing the passenger briefings. Great, I thought. What if I forget to say something important? What if I say the wrong thing? My anxiety started to set in. It took 1 or maybe 2 loads of passengers to figure out that I really was taking this way too seriously. That is when I started having fun with the passengers and the briefings. After all, we were all there to have fun and experience something new. I think I got one group to sing a song and another group to clap their hands every time I said the word "okay" (it made sure they were listening). The pilot thought he had a load of crazy people. I gave them a little history of the plane and tried to set the stage for what they were about to experience. I had a lot of fun to say the least. What I didn't realize was the connections and bonds that were forming while working with the other chapter members. Those connections were the true reasons I was there. We were sharing our passion with one another,

working together for a common goal and making new close friends. We enjoyed the flights and we enjoyed relaxing together after the flight operations ended each day. It had an Oshkosh like experience to it. We all had great stories from the day to tell each other later that evening. An added benefit to hosting the tri-motor is listening to the reasons while the public is there to take a ride. Some fascinating stories! We didn't just make new friends with fellow chapter members either. We got to know the flight crew for the tri-motor and welcomed them into the fold. They ended up becoming members of our chapter and attended several annual dinners with us.

If you have the time, I highly recommend making it out to volunteer at this event. I think it could be just what we need to re-ignite that aviation passion inside us regardless of where your passion level currently is. For any members that would like to experience the comradery of camping together at Oshkosh, but can't make it, this event comes very close to that. If making lasting friendships and talking airplanes is your thing, this is the event for you. I am grateful that I volunteered all those years ago and I am grateful for all the friendships that have grown from it in doing so. Please, consider being a part of the success of this event, and who knows, it might change your life!

Please feel free to contact me if you are interested and would like more information. The tour stop is July 12-15.

Tom and Mark will have sign-up sheets and further information on volunteering at our upcoming chapter meetings and newsletters - stay tuned as it gets closer!

New Non-Tower AC: Perfect Spring Tune-up

By: Scott Spangler on April 9th, 2018 (<http://www.jetwhine.com/2018/04/new-non-tower-ac-perfect-spring-tune-up/>)

Ah, springtime. Any day now it should finally stop snowing. As the snow melts, puddles, and sublimates from airport operation areas, airplanes will emerge from their T-hangar hibernations and start sniffing the sky on sunny weekends. In preparation for these first flights of 2018, on March 13, 2018, the FAA conveniently published the perfect spring tune-up for pilots, [Advisory Circular 90-66B. Non-Towered Flight Operations](#).

This should be required reading for all pilots. According to the March 2018 Administrator's Fact Book, the United States has 5,116 public-use airports. Only 521 of them have control towers. That makes all the rest non-towered. And non-towered is what the 254 airports with contract control towers become when their controllers call it an operational day. Add to this number the 14,168 private airports, and the reason pilots should refresh their data banks on non-tower ops should be clear.

The new AC does an excellent job of it, and the authors deserved high praise for their concise and clear prose. It starts with the title. What would be more clear and concise than Non-Towered Flight Operations? Or consider that the new AC replaces these two: AC 90-66A, Recommended Standard Traffic Patterns and Practices for Aeronautical Operating Control Towers, dated August 26, 1993; and AC 90-24F, Traffic Advisory Practices at Airports Without Operating Control Towers, dated May 21, 1990.

Traffic Pattern Size

Just a few more words on the traffic pattern. For those of us that fly a lot at the Morris Airport, there is always a lot of discussion regarding the size of the traffic pattern. We have fast airplanes, slow airplanes, student/instructor flying, etc.

Per the FAA Airplane Flying Handbook, the **downwind leg should be flown approximately 1/2 to 1 mile out from the runway** and at the specified traffic pattern altitude. The downwind leg should continue past a point abeam the approach end of the runway to a point approximately 45 degrees from the approach end of the runway.

Obviously we can't count on everyone flying a "standard" pattern and need to listen to the radio calls and "see and avoid", but it would be nice if most of us tried to fly a more "standard" pattern. Or a pattern that some would call "tight", is not really tight at all. Try it, you might like it!

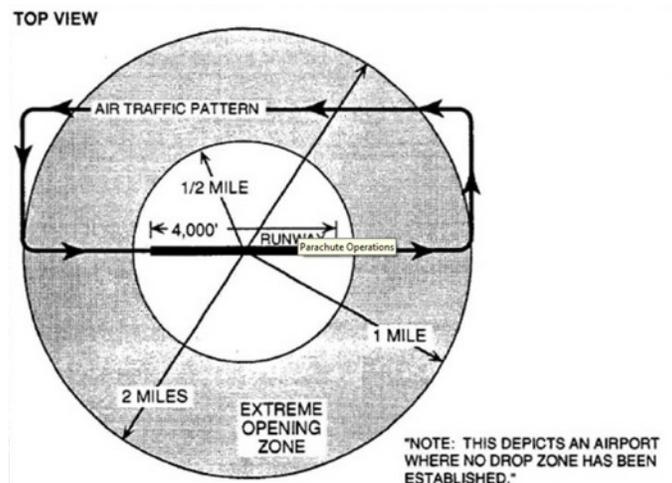
If I may be blunt, regardless of what you fly—jet, engine, bug smasher, glider, anything lighter-than-air, or yourself after leaving some winged confines—read this AC because it covers the operational and communication aspects of all of them at non-towered airports. **If you're feeling all smug about your aeronautical knowledge, draw me a picture of the recommended traffic pattern that safely combines any two aviation activities at a non-towered airport.**

Then answer me this: **Does the non-towered airport you call home (or visit often) combine two or more aviation activities?** The two most common combinations are fixed-wing flyers with either gliders or sky divers. And often ultralights are part of the fixed-wing flyers. What's their pattern look like? If you don't know or are unsure, click the link at the head of this story. It's not a long read, just 18 pages with the appendixes. Do it now, in the privacy of your own screen. I'll never tell. —Scott Spangler, Editor

Editors Note: Looking at the bolded text above, please note at the Morris Airport we have fixed-wing aircraft, helicopters, ultralights, and jets (once in a while). Of course not everyone follows the recommended traffic pattern (see article below), however it is good to understand the differences. If you fly an ultralight, please be aware of your standard traffic pattern -below and inside fixed wing. Please check out this circular and try to be courteous to your fellow flyers from how you enter the traffic pattern to how you fly the pattern.

For some comic relief, check out this humorous video:

Why is it that student pilots are being taught to fly traffic patterns that would be too large for even a Boeing 777? Avweb's Paul Bertorelli explores the question in this not-so-gentle but humorous video. Viewer discretion advised. [A Sarcastic View of Pattern Flying](#)



Flyers Prayer Aviation Poems: Solo

By Patrick J Phillips
(www.flyersprayer.com/solo.html)

Thanks to Linda Roddy for contributing this fun poem!



SOLO

The earth rolls by beneath my wings,
My mind dwells not on other things,
For as my nose points towards the sky,
I can't believe I'm going to fly.

The years of waiting over now,
My instructor says that I know how,
And as the spinning wheels break free,
I wish that he were here with me.

Higher, higher the ship is lifting,
Racing thoughts my mind is sifting.
What's that he said on rate of climb?
I wish we'd done this one more time.

Five hundred feet. It's time to turn,
There is still so much I have to learn.
Ease the yoke and now the rudder,
The trick is not to make her shudder.

Eight hundred feet, another turn,
This time there's not as much concern,
Throttle back and trim her out,
Seems there's less to care about.

Downwind check now, just in case,
Runway's on the left, some place?
Carb heat on and lots of power,
Oh God I've got to call the Tower.

Victoria Tower! I call my name,
Why no answer? Is this a game?
Radio set, I know it's right,
Settle down, no time for fright.

Crackle, crackle, I hear him talking,
Straight ahead, not time for gawking,
Cleared to land, it's said and done,
Thank the Lord, I'm number one.

The heart inside me seems to race,
As I ease her onto base,
Power back, she starts to sink,
Easy does it, time to think.

Nose up trim, at seventy knots,
Six hundred feet is all I've got.
Turn for final, almost over,
On the blacktop, not the clover.

Hold her level 'til the last,
My! The runway's moving fast.
Hold the nose up, gee I'm clever,
Seems she wants to fly forever.

Thump! I'm down! It feels so good,
Nothing to it, I knew I could.
Take heart my friend and have a try,
For now I know that I can fly.

EAA Chapter 95 Hosting the Ford Tri-Motor

Please start spreading the word and tell all your friends and family to come out to this fun event on July 12-15. If you've never ridden on the Ford Tri-Motor, it is a wonderful experience and definitely takes you back in time. Tom will have flyers at our chapter meeting THIS FRIDAY, so pick some up and hand them out.



fly on the
Ford

EXPERIENCE THE GOLDEN AGE OF AVIATION

FORD TRI-MOTOR PROPERTY OF 

Morris Municipal Airport
July 12-15, 2018

ADVANCE ONLINE PRICING: ADULT: \$70 • CHILD (17 & UNDER): \$50
WALK UP PRICING: \$75 • **RIDES:** THURS 2-5PM • FRI-SUN 9AM-5PM

FOR MORE INFO: FLYTHEFORD.ORG  **OR CALL:** 1-877-952-5395

2018 Chapter 95 Calendar of Events

Here is the current calendar of events. Some things may change, so continue to keep checking the calendar, but this should be a good start to put in your calendar and plan for. If you have any other ideas, please contact Mark Molle.

April

27 - Chapter Meeting 7:30pm, Pete & Marry DeCraene treats

May

5 - Family Dinner Night @ The Patio in Bolingbrook
19- Kankakee Young Eagles 8am - 12:00pm (tentative)
18 - Chapter Meeting 7:30pm, Lee & Angie Brinley treats

June

9 - Young Eagles, Morris Airport 9am-2pm
10 - Young Eagles Rain date
22 - Chapter Meeting 7:30pm, Tony & Jenny Madonia treats
23 - Mark & Shelly Molle IL51 Fly-in/Drive-in

July

12-15 - Hosting Ford Tri-Motor
13 - Matt and Jana Trofimchuck Ice-Cream Social @ Morris Airport
22 - Oshkosh Family Dinner Night @ Wendt's on the Lake
23-29 - Airventure 2015 @ Oshkosh

August

24 - Chapter Meeting 7:30 pm, Mike & Eryn Ruffatto treats
25 - Dave & Kelly Miller Riley Field Fly-in

September

8 - Young Eagles, Morris Airport 9am-2pm
9 - Young Eagles Rain date
15 - Bruce & Cindy Limbach Annual Pig Roast
28 - Chapter Meeting 7:30 pm,

October

26 - Chapter Meeting 7:30 pm,

November

16 - Potluck and Chapter Meeting 6:30 pm

December

07 - Pizza Party, Movie Night and Ugly Sweater Party

TREATS Needed

Please note that we still need people to sign up for treats for the September and October meetings. If you would like to bring treats to one of these meetings, please let Jana or Mark know. We will also have a sign-up sheet at the March meeting. Thanks!

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NEXT MEETING: Friday, April 27, 2018 at 7:30pm

**Location: Grundy County Farm Bureau
4000 Division St (Route 47)
Morris, IL**

Look forward to seeing everyone there!!!!

Visit our website at <http://95.eaachapter.org>

Do you know someone who might be interested in joining our chapter? Please bring them to our next meeting and let them see what we are all about. Membership dues are \$25.00 per year.