



A Spring Weekend in Feb!

Unbelievable!! 67 degrees, not just one day, but 2 days in a row and those 2 days were actually on a WEEKEND! Yes, this past Saturday AND Sunday, we were treated to temperatures in the high 60's, basically no wind, sunny skies. It was amazing and so much fun! If we didn't know better, we would have thought it was May or June. The airport was full of people, planes, helicopters, golf carts galore.

On Saturday, Tom Ellis organized a fly out lunch to Decatur, IL. Five planes flew to Decatur and enjoyed a wonderful lunch at the Main Hangar Restaurant located on the airport grounds. They all highly recommend it, so I think it needs to become one of our restaurants on the rotation.



There were also two planes that flew to Kalamazoo, MI and went to the Airzoo museum.

On Sunday, the airport was hopping again and we organized an impromptu fly out to Clow Airport for lunch at Charlie's Restaurant. Nine airplanes ended up flying over to Clow!



It is so fun to have flying pictures and group pictures to include in the newsletter in the winter time, that does not usually happen! To quote Ron Needham - "Still Smiling, what a weekend!"

Happy 90th Birthday Bob Bushby

Bob Bushby is turning 90 years old on Feb 24! Bob is one of the original EAA members and Chapter 95 members. Bob has done so much for aviation, EAA, Homebuilts, Morris Airport, and Chapter 95.



We were planning a celebration for Bob at our February Chapter meeting, but unfortunately Sharon (Bob's wife) has to have surgery to mend a cracked tail bone, so we are postponing Bob's celebration for another time. Please stay tuned, but please wish Bob a Happy Birthday when you see him.

We also want to wish Sharon well and pray for a successful surgery and speedy recovery!



From The President ...



Hi all,
Well we made it through winter almost and weather is starting to show signs of spring hopefully this is an example of what's to come? 60degrees in the middle of February is pretty awesome just have to enjoy it while it lasts ☺ I am looking forward to seeing all of you on Friday 24th at our next meeting.

I have requested the help of our members to head up committees for specific tasks as follows, please contact them and volunteer to assist for each area you are available; Young Eagles ~ Jacque & Larry Nawojski, Concessions ~ Norma Limbach & Rita Saribekian, Open House ~ Brian DePung, Holiday Party ~ Tricia Wagoner & Michael Foss, Tail Dragger Tuesday ~ Matt Trofimchuck, Flyout Event Coordinator - Tom Ellis.

Hops and Props is March 4th at EAA Museum and we are having a family dinner night at Patio on March 11th so make the dates on your calendar.

Congratulations to Matt Trofimchuck on the purchase of his helicopter as we all know that once a rotorcraft pilot it is always in the bold ☺

Congratulations to Sam Limbach on earning her Private Pilot license as rumor has it she is going after Tail Wheel endorsement next "Go Sam!!!"

Signing off now until next month;

Be Safe, Healthy & Happy,
Mark
(Emil: mrkmolle@gmail.com)

Chapter Meeting Location Ideas

We would like everyone to put on their thinking caps and try to come up with some alternative meeting locations for the cold weather months. Currently we have been meeting in the basement of the Grundy County Farm Bureau building, but this does not work very well for a lot of our members and guests trying to navigate the stairs.

If anyone has any ideas, please talk to Mark or any of the chapter officers. (All their contact information in on the last page of the newsletter)

B-25 Restoration Project Weekend

Oshkosh has work weekend parties to work on the restoration of the B-25 Berlin Express. Charlie Becker mentioned this at our January Banquet and a few people expressed interest in our chapter participating. EAA provides a place to stay at Air Academy and meals for the volunteers. This sounds like a fun event.

If you are interested, please contact Mark Molle, so he can put together a list of interested people and figure out a weekend that works best for everyone. Mark's contact information is on the last page of the newsletter.

FOR SALE - Phillips X/C 20w50 Oil

Dave Miller received notice that oil prices are going up 5-7% on March 1, 2017. He is going to purchase a number of cases and will make them available to all who are interested for \$60/case (12 quarts of Phillips X/C 20w50).

If you want Dave to get a case (or more) for you, please let him know by the Friday meeting, February 24. You can e-mail, call, or talk to him at the meeting.

E-mail: dmiller@air-wans.com
Phone: 815-351-7542

International Aerobatics Club (IAC) Chapter 1 Meeting

IAC chapter 1 is having a meeting at Aurora Airport (KARR) at JA Air Center on February 25 at 11am. Everyone is welcome and you can fly in or drive in for the meeting. If you are interested in learning more about aerobatics or getting involved with the IAC, you are urged to attend. IAC is not just for people that want to do aerobatic competition.

Their website is <http://iacchapter1.org/home.html>



CONGRATULATIONS - PRIVATE PILOT

Samantha Limbach

It is so exciting to report that Sam Limbach has achieved her goal of getting her pilots license! Sam has been hanging out and helping out around the Morris airport all through high school (and before). She has cleaned airplanes and turned a few wrenches and helped out wherever and whenever she could. She started her private pilot training shortly before going into the Navy and was able to achieve her first solo. Since joining the Navy, she has been able to finish her flight training at Chicago Executive Airport. All of us in Chapter 95 and the Morris Airport are so proud of Sam and that she has continued to pursue her passion for flying. Sam was one of our Chapter 95 Air Academy Scholarship winners and attended the EAA Air Academy Camp in 2012. It has also been a thrill that she is someone we flew as a Young Eagle and now has given us a ride as a pilot. She spent this weekend doing as much flying as she could and giving tons of rides. Very cool!! Sam has already started working on her next goal - getting her tailwheel endorsement. Great job Sam!



CONGRATULATIONS Matt Trofimchuck - Dreams Do Come True!

Matt Trofimchuck is the proud new owner of an Enstrom 280C Helicopter! This is his passion and a dream since he was a little boy. Congratulations and Enjoy!!



Bringing a Dream Home!

By: Matt Trofimchuck

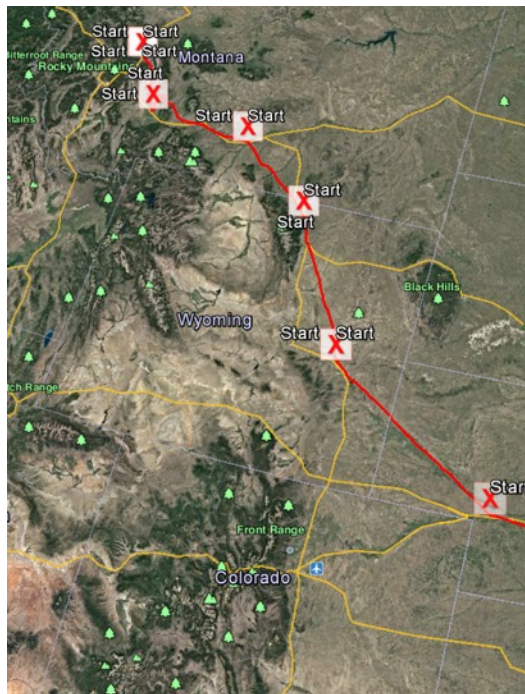
My dream has always been to own and fly my own helicopter! That dream finally fell into place on January 25, 2017, some 37 years after the dream started as a young kid seeing a Bell Cobra land at my school. Nathan (CFI) and I lifted off the ground in Helena Montana to fly N666CF home to C09. It is a 1977 Enstrom 280C helicopter that I found on barnstormers. The full deal took over 2 months to finalize, but the wait was worth the efforts.



The trip home took us on a southerly path to stay away from weather and cruising along at 85 knots, the journey took 3 days. We had tailwinds the full path. The path was as follows, KHLN (Helena, MT) to KBOZ (Bozeman, MT) to 6S8 (Laurel Municipal) to KSHR (Sheridan County) to KDGW (Douglas, WY) overnight. Then day two, off to KOGA (Searle Field) to KFMZ (Fairmont State field). They had no fuel, so we diverted to KJYR (York, NE), then to KSTJ (Rosacrans) to 03D (Memphis Memorial), then to KGBG (Galesburg, IL). We stopped in Galesburg to wait out a little weather. Then the last leg home to C09. We landed in Morris around 3pm on Friday, Jan 27th.



We logged 15.8 hours in the helio! There were a lot of times in the mountains of Montana you could not see anyone for as far as you could see. (40+ miles) It was intense to say the least. I think I could count the blades going by, but the helio ran smooth and stable! To date, it was my farthest flying trip I have taken and it was in a helicopter! All in all, I don't think the reality of owning a helicopter has set in yet. I have spent nights and weekends looking at it, but for some reason it has not sunk in. But to be able to jump in the helio and just go up and fly around by myself has to be the biggest thrill ever!



Five Tips To Become A Safer Pilot

From AOPA News Jan. 3, 2017, By George Perry

One question pilots regularly ask is, “What can I do to be a safer pilot?” Every pilot’s situation is different, but I believe there are five things that apply universally across all of general aviation. So, if you want to be a safer pilot, I strongly recommend the following. The first one costs money, but thankfully the remaining four suggestions are free.

Equip your aircraft with Automatic Dependent Surveillance-Broadcast Out and In. This is a hot-button issue because the cost associated with installing this equipment is high. When I talk to pilots who have and don't have ADS-B equipment installed, I get two completely different viewpoints. Pilots who haven't installed ADS-B say, “It's too expensive and not required for three more years. I wouldn't pay my taxes three years in advance so why should I equip now?” Pilots who have installed the equipment say, “Wow, how did I get by without this for so long. It's like I've been flying in the dark for years and with ADS-B the lights have been turned on. Being able to see all the traffic and weather around me [subscription free] is simply amazing.” The equipage question is a pay-now-or-pay-later issue. My take: Who cares if the FAA says we should equip; Big Brother telling us what to do isn't a very compelling reason. Safety is compelling for pilots and their passengers. ADS-B gives us some valuable safety tools that we should take advantage of now. Equipping allows pilots to worry a lot less about midair collisions and unforecasted weather.

Think like a pro and fly like a pro. You're probably saying wait a minute! How on earth can I do that without years of training and thousands of hours? Simple. By filling out and flying with a [personal minimums contract](#). Tough decisions shouldn't be made in the air. If you can, make them on the ground before you ever go flying. Use the personal minimums contract as your one-page standard operating procedures (SOP) just like the pros do. Far too often, I see good pilots overcome by the inertia of a situation and blinded by a variety of factors that make good decision making tough to do in the heat of battle. No pilot should have to pay the price for being pressured into a bad decision, but it happens. So, to avoid this, use the personal minimums contract to inform decisions and stick to the limits you've established. Do this and you'll be much more inclined to do the right thing when push comes to shove.

Plan, brief, fly, evaluate, and learn. Each flight is an opportunity to get better, but far too often pilots don't take advantage of this opportunity. We typically do a good job of planning and flying, but the briefing and post-flight evaluation parts of the cycle often get forgotten. For the briefing portion, take the time to jot down the phases of flight and the mission objectives. During the flight when time permits, jot down any mistakes or learning points. After the flight when a quiet moment presents itself, take a look at your notes and see if you accomplished your objectives and if there's anything you'd like to improve for your next flight. This process doesn't take much time, and it's amazing how much better we get when we continually evaluate our performance and strive to improve.

Share your experiences with others. We all make mistakes. Pilots who make a mistake while flying almost always recognize the mistake, take corrective action, and move on smartly. But mistakes only become lessons learned when shared. Tell the stories about the things you've messed up, learned, or discovered while flying. If you share, then others will benefit and can learn without having to experience the situation themselves.

Join a type club and participate in discussions and training. If you're already an active member of a type club, good for you! For those who aren't, consider this statistic: Pilots who participate in type club activities are up to eight times safer than a pilot who flies the same aircraft, with similar flight time and experience, but doesn't participate in one. If there was one thing I could do to be eight times safer, I'd make it a priority!

Safety starts with a desire to learn and get better. Hopefully doing some or all of these things will become your New Year's flying resolutions! Happy New Year!

Thoughts on transitioning to an RV-9A

From vansairforce.com - a new RV-9A owner did transition training with our own John Musgrave and wrote a great article on his experience

I thought it might be useful to summarize my recent experience transitioning to a new (to me) RV-9A -- if only because I really appreciated finding posts like that when I started looking to buy an RV. Perhaps those building RV-9As might find this interesting also.

Plus I have learned (and continue to learn) HUGE amounts of useful things here, so I thought I would try to contribute for once.

My flying background is probably not too different from that of a lot of RV transitioners. I have about 940 hours, and got the instrument rating in 2010. I trained in 150s, 152s, and 172s, flew a great 1974 172M for several years, then bought a 1979 Warrior that I flew for about 8 years. It was a terrific aircraft and we had many adventures together. I sold that when I got the opportunity to partner in a very well equipped Glasair Sportsman, which had been built by the previous owner in the "two weeks to taxi" program. I got about 35 hours in that, 18 of which came after we converted the airplane to tailwheel. I got the tailwheel endorsement, but would not consider myself an accomplished taildragger operator (yet). The Sportsman experience convinced me that experimentals are a great way to fly. Unfortunately my partner's move to Texas, in the wake of an unexpected and awesome job offer, forced an amicable airplane divorce, in which he got custody of the Sportsman.

So I launched another airplane search. The more I looked around, the more it seemed like the RV was a good fit for me. After working with Vic Syracuse for a bit, which included him giving me some absolutely crucial advice about specific airplanes I was looking at (I'll skip the gory details), he convinced me (I think correctly) that the RV-9 was the airplane I needed for my mission, which includes a lot of light IFR travel in the mid-Atlantic. My tailwheel training convinced me that for traveling purposes, it would be nice to reduce the threat to my dispatch rate posed by gusty crosswinds, so the RV-9A seemed like the call. I bought a well-built and well-maintained RV-9A that I found here. It's 160hp, slider, carbureted, with a CS prop.

So, thoughts on the transition:

1. Transitioning is easy. There's a reason the insurance only required a 1-hour checkout -- which was quite a distinction from the insurance checkout requirements for the Sportsman! It's just an easy airplane to fly. If the RV-9A has any vices or bad habits, I haven't found or heard of them yet. The Sportsman was also easy to fly, but it's very different in some ways from "regular" GA aircraft. Just for example, the sink rate at low speeds and power settings can be very alarming.

The RV-9A doesn't seem to be as much of a departure, conceptually, from "regular" GA aircraft.

2. With that said, it still makes sense to get checked out by a knowledgeable RV instructor. I was very, very fortunate to get hooked up with **John Musgrave at Blue Sky Aero** (www.blueskyaero.com). **In addition to being a skilled and highly experienced CFI generally, and the kind of GA person we all love to meet, John has given a ton of thought to the things that are different about RVs, and how best to teach those differences to transitioning pilots.** In a very short time, I got all sorts of info and tips, big and small, about the finer points of operating the RV. (John also has been insights into how best to teach taildragger skills, so I'm going to follow up with him on that in a Stearman someday just for fun.) There may be RV transition instructors out there that are as good as John, but I'd be stunned if you could find one any better.

3. I don't have a technical background, but the wing design of the RV-9 seems like something of a modern miracle to me. It's perfectly happy flying at a huge range of speeds, including quite slowly for an airplane with its top-end performance. Its high-altitude performance appears to be amazing, although I haven't explored that much yet. Stall habits seem very benign, and you get lots of warning of trouble.

4. It's unbelievably easy to land. It may even be easier to land than the Warrior (which, as those of you who have flown one will know, is an absurdly easy airplane to land). It's hard for me to compare the two precisely, because I probably got a little better at landing as a result of my tailwheel training. But wow, the RV-9A makes me look good, and trust me, I'm no natural.

5. It is REALLY FUN TO FLY. The RV grin is a real thing. I think it's a combination of the terrific view (likely even better in a tip-up!) and the great handling. It also makes people smile when they see it rolling by on the ramp. I swear, as weird as it sounds, this airplane just makes people happy.

6. It is a legitimate traveling airplane if you want it to be. I considered the Warrior to be a training aircraft at heart, but with just enough performance to make mid-Atlantic travel doable, particularly with an autopilot that made it easier to pass the time. But you had to be a real enthusiast to fly it to, say, Florida (or Oshkosh!) from Virginia. There's something about a 65-knot groundspeed that's just depressing when you have a long way to go. With the RV-9A, those days are behind me. J

7. Vans has already said everything you need to know. The piece on the Vans website about how the collection of

compromises embodied in the RV-9 make it a terrific airplane for a great many pilots seems to be true to me. Once I realized that I didn't need four seats, and once I realized what the Cherokee gave up to get them, the design philosophy of the RV-9 just seemed so sensible. Using the same engine as the Warrior, I go lots faster and have more fun doing it.

8. Most of the hotly debated questions about the RV-9 are probably in the statistical noise. For example, I think I'd probably also be this happy with a tip-up. I have not flown in an RV-9 with 180hp; all I can say is that the 160hp and CS prop do not leave me longing for more performance. I'm open to the idea that the CS prop is overkill, but I sure do like flying behind it, so I'm glad someone else basically made that decision for me. J

I hope this will be helpful to someone. Thanks again to so many of you for all the assistance so far!

N929JA, 2007 RV-9A



Migratory Bird FLY IN – PHOTO SHOOT

MARCH 11TH, 2017

(9 India 0) Havana, Illinois



Snow geese and ducks on the Emiquon. Aaron Yetter photo, by permission

See these highly evolved, flyers up close and personal. Canada geese and snow geese; trumpeter swans, pelicans and ducks, numbering in the hundreds to hundreds of thousands. This is an unforgettable North American animal migration that must be seen to be believed.

Arrive Havana Regional airport (9I0) by 9:00am. You will be transported to the Emiquon Wildlife Refuge (<https://www.fws.gov/refuge/Emiquon/>) where you will have an opportunity to photograph these birds. A wildlife biologist will explain the ecosystem that supports them, their habits and migratory patterns.

After lunch at a local restaurant, you will be returned to the airport for your flight home. A \$20 donation to the Havana Aviation Event Fund is welcome. Weather and birds are unpredictable, dress appropriately and be prepared. 100LL is available at nearby fields. Mogas is available on the honor system at Havana.

Don't miss this opportunity. RSVP via email by 3/6/17

HavanaL@grics.net write *BIRDS* in the subject line

Download the safety briefing at www.TheRAF.org

Sponsored by the City of Havana, & The RAF

EAA Chapter 932 Murder Mystery Dinner - Saturday March 4th, 6pm @ Galt Airport

Details below. Additional information can be found at: <https://www.facebook.com/events/364487960599856> or www.eaa932.com/scholarships

Checks should be made payable to EAA Chapter 932 Scholarship Fund and can be dropped off at the airport office or mailed to:

EAA 932

Galt Airport

5112 Greenwood Rd

Wonder Lake, IL 60097

Menu: Garden Salad, Dinner Rolls, Choice of Entree (Marinated oven roasted chicken or lasagna), Herb roasted potatoes, Green beans, Dessert.

Non-alcoholic beverages will be provided. Please bring your moonshine of choice.

MURDER MYSTERY DINNER

Fundraiser for EAA Chapter 932 Scholarship Fund

Money raised will go toward two scholarships. One will cover the cost of tuition to send a young adult to the EAA Basic Air Academy Camp. The second, a flight scholarship, will provide financial assistance to an individual for flight training.

More information can be found at www.eaa932.org/scholarships/



Saturday March 4th, 2017
6 pm



Tickets: \$50

100% of profits will go to the Scholarship Fund



Join us for a roaring good time at the Galt Airport Speakeasy and help solve the murder of Sam Bucca. 1920's attire encouraged.

RSVP early, space is limited. Email Rebekah@galtairport.com or call 815-648-2433. Please make payment by February 25th to receive the secret entrance code to be admitted to the speakeasy.



2017 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.

February

24- Chapter Meeting 7:30pm, Sharon Bushby treats

March

04 - Hops-N-Props trip to Oshkosh, WI

11 - Family Dinner - Location TBD

24 - Chapter Meeting 7:30pm, John & Rita Saribekian treats

April

28 - Chapter Meeting 7:30pm, Mike & Eryn Ruffatto treats

May

20- Kankakee Young Eagles 8am - 12:00pm

26 - Chapter Meeting 7:30pm, Larry & Jacque Nawojski treats

June

10 - Young Eagles, Morris Airport 9am-2pm

11 - Young Eagles Rain date

23 - Chapter Meeting 7:30pm

24 - Mark & Shelly Molle IL51 Fly-in/Drive-in

July

14 - Matt and Jana Trofimchuck Ice-Cream Social @ Morris Airport

23 - Oshkosh Family Dinner Night @ Wendt's on the Lake

24 - 30 - Airventure 2015 @ Oshkosh

August

12 - Family Dinner - Location TBD

19 - Board Meeting

25 - Chapter Meeting 7:30 pm, Jim & Monica Woolard treats

September

02 - Open House

09 - Young Eagles, Morris Airport 9am-2pm

10 - Young Eagles Rain date

16 - Bruce & Cindy Limbach Annual Pig Roast

22 - Chapter Meeting 7:30 pm, Warren & Linda Roddy treats

October

14-15 - Red Bull Air Races - Indianapolis, IN

27 - Chapter Meeting 7:30 pm, Bill & Mary Jo Shain treats

November

17 - Potluck and Chapter Meeting 6:30 pm

December

09 - Ugly Christmas Sweater Party - Pizza party/Movie night

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NEXT MEETING: Friday, Feb 24, 2017 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.