



## Young Eagles Rally

Joliet Airport

Saturday, Oct 13

9am - 1pm

We have one more official Young Eagle Rally left this year - Saturday, Oct 13 at the Joliet Airport. Our EAA Chapter 95 is hosting the event, so we hope to have a great turnout of chapter members to help out - pilots, ground crew, and office staff. Since we weren't able to fly as many kids at our September Young Eagle event, hopefully we will have great weather and a good turnout for a fun event!

If you are able to help, please contact Jacque Nawojski @ 815-741-3982

## Save-The-Date

Chapter 95 Annual Holiday  
Banquet

Saturday, January 19th, 2019

Cocktails: 6:00pm

Dinner: 7:00pm

**Location:** Jacob Henry Mansion Estate  
15 S Richards St  
Joliet, IL 60435

**Tickets:** \$35.00 per person

More details in next months newsletter.  
Questions - contact Rita Saribekian 815-302-6963

## 15th Annual Bruce & Cindy Limbach Pig Roast

As usual, the 15th Annual Pig Roast hosted by Bruce and Cindy Limbach at their private airstrip was a huge success! I counted 29-30 airplanes and hundreds of people. A new highlight was Cindy's night airshow in her lit-up powered paraglider - very cool! Thanks for hosting this great event!



## From The President ...



**H**i all,  
Fall is in the air as it is once again time for Red Bull air racing at Indy on Sunday 10-7-18. This is a high energy best of the best flying competition that is a must see for anyone interested in aviation. The following weekend we have our last Young Eagles event of the year at Joliet airport and we are in need of some volunteer pilots so please contact Jacque and confirm you will help out and fly some kids.

November is elections at our Chapter 95 meeting. The terms up for election are President, Treasurer and three board members. I highly encourage anyone interested in filling a position to let me know so we can put you on the ballot. It is with mixed emotions that I want to inform our membership that I do not intend to seek Re-Election for President. I will be achieving a milestone in my career in 2019 and plan to draw my pension and enter into a new chapter in life. Shelly and I plan to enjoy our freedom from trading hours for dollars at work and have decided to release out commitments so we can play, travel and reap the benefits of the freedom from not working for a living. The past four years that I have been President have been a great experience as our EAA Chapter 95 family is an awesome group and you have all been very supportive and encouraging. The chapter is thriving and its continued strength and longevity is due to each and every members support and participation. I will continue participation as a member as we do very much enjoy the chapter activities. I thank each and every one of you for being yourself and look forward to the future of our Chapter.

I am looking forward to seeing everyone at the meeting on Friday.

Signing off now until next month;

Be Safe, Healthy & Happy,

Mark  
(Email: [mrkmolle@gmail.com](mailto:mrkmolle@gmail.com))

## Chapter 95 Meeting Minutes - Aug 24, 2018

Meeting called to order @ Matt and Jana's hangar @ 7:30 pm by President Mark Molle with 28 in attendance (on a damp and rainy evening).

Pledge of Allegiance recited.

Secretary's Report ~ Warren Roddy: Minutes accepted as reported in our August Chapter Newsletter.

Treasurer's Report ~ Jacque Nawojski

Income: \$250

Expenses: \$19.16

Young Eagles Fund: \$3,713.73

Available Funds: \$4,294.43

Jacque noted in the \$250 income was donated by the City of Lombard for our flyover on Memorial Day

### Old Business

AirVenture Oshkosh--We had approximately 60 in attendance for our annual Sunday night dinner at Wendt's On the Lake. The Blue Angels did a surprise flyover on Tuesday this year!

### New Business

8-25-18 (Tomorrow) is the 4<sup>th</sup> Annual Fly-in/ Drive-in picnic at Dave and Kelly Miller's home at LL51--Riley's Field. Please bring a dish to pass. Dave and Kelly will be supplying pulled pork and drinks!

9-8-18 is our next Young Eagles event at Morris airport. Per Jacque we could use a few more volunteers for ground crew. Also, we need to check if cars will be allowed to park in the construction parking lot. 12 kids are already signed up. We discussed various ideas for providing information to interest kids in the Young Eagles summer camp at Oshkosh.

9-15-18 is the Annual Pig Roast Fly-in/ Drive-in at Curanda by Bruce and Cindy Limbach. Everybody is invited and bring a dish to pass. If you are planning to fly, you should call Bruce (815-258-2235) or Cindy prior to your arrival. Don't miss it—this is a great event to witness lots of flying!

Matt Trofimchuck reported the Scholarship Committee held a preliminary meeting and put together a rough draft. More details need to be worked out.

### Open Discussion:

Our Holiday Party is coming up! Rita Saribekian is taking the lead. She could use some help on the committee. Let Rita know if you'd like to help out.

Guest: Pat Shroba came to the meeting as a guest of Janice Jack. He is a private pilot who





works in Coal City with the Fire, Police, and EMS; and was a C172 renter at Morris.

Mike Ruffatto, Doug Harford, and Mark Kenney recently took Float Plane Training in northern Minnesota. All three passed the FAA checkride to obtain their new rating. Congratulations!

### Guest Speaker

Nathan Kwiatowski provided a lively report on attending Young Eagles summer camp in Oshkosh. From his talk and enthusiasm it was obvious he really enjoyed his week there. He received the "Scrap Yard King Award" for building his younger brother a glider made from used and trashed parts! Everyone enjoyed his presentation.



### Treats

Mike and Eryn Ruffatto provided treats. Thank you!

## A YOUNG EAGLE RALLY THANKS!

By: Jacque Nawojski

Thank you all who came out for another very successful Young Eagles Rally on Saturday, September 22<sup>nd</sup>. We want to thank all the members who came out to help and to those who came to support the event. We especially want to thank the members who helped spread the word about our Young Eagles Rally to their friends, their neighbors and their schools.

The day turned out initially to be a chilly but not too windy day so we started flying the kids. Then the winds picked up and we called a halt to the airplane rides since it was very bumpy up there. Many people stayed around waiting for the winds to die down, and many left because they had other commitments that day. We were finally able to start flying

the waiting Young Eagles. We did manage to fly 29 kids total out of the 66 pre-registered. We know we had many disappointed kids leave because they couldn't wait around. Hopefully they will come to our next Young Eagles Event in June of 2019.

The lucky 29 Young Eagles were flown by our seven chapter pilots: Pete DeCraene, Tom Ellis, Matt Kwiatkowski, Dave Miller, Ron Needham, Warren Roddy, and Jana Trofimchuck. All the Young Eagles had a great time, especially the 18 first-time flyers.

The Ground Crew, the support team for our pilots, did a fantastic job handling the waiting Young Eagles, despite the weather conditions. They helped make the flow between the office staff and the pilots seem effortless. Thank you: Lucas Crater, Nathan Kwiatowski, Bill Morrison, Linda Roddy, Dave Richardson, Jami Salinas, Sy Salinas and John Saribekian. Also, we had Brian DePung, John Limbach, and Gary Wilkins waiting in reserve to help the ground crew if needed or helping in any way they could to make our operations go smoothly.

Thanks to our two photographers for keeping the process running smoothly: Janice Jack and Larry Nawojski.

We appreciate all the efforts of the Food Concession Staff: Rita Saribekian.

Special thanks to Matt Trofimchuck for handling the flight operations: which included the pilot/ground crew briefing, pairing the pilots with ground crew, and keeping all of this running smoothly.

Especially wanted to thank the Office Staff for all their hard work: Tabetha Wilhoit for handling the printing of the Young Eagle photos on our new photo printer, Mary DeCraene for handling the Young Eagles' registration, and Janice Nawojski for handling the logbooks and helping Mary out, so that I was free to assign the Young Eagles to the pilots and to print the Young Eagles Certificates.

They all made the process easier and fun. It was wonderful to see everyone pull together to make this event a very memorable one for 29 Young Eagles.



## Letters from the Chapter 95 Air Academy Winners

The following 2 pages are the letters written by Nathan Kwiatkowski and Nathan Ellis with their experience from attending the Air Academy Camp in Oshkosh, Wisconsin. The article starting on Page 6, is from Christopher Brinley who was our very first Chapter 95 Air Academy Scholarship winner, exactly 10 years ago! He has since gone on to get his private pilot license and many other ratings, graduated from Embry Riddle Aeronautical University and is on his way to a career as an airline pilot! You will enjoy catching up with Christopher's article.

June 19, 2018



Dear Chapter 95,

Thank you for sponsoring me to go to the EAA Air Academy. I was able to take my first helicopter ride. I enjoyed being able to go "beyond the barriers" at night in the museum. I liked how I was able to build three types of wing ribs, wood, foam, and aluminum. I also built a glider, and with the spare parts, built a "scrappy".

The staff was super friendly and helpful the entire time. I got to ride in Collin's Cessna Skycat, I practiced steep turns, and we went from 1.7Gs to .3Gs.

The food was also good. My favorite meal was a ham sandwich with a pretzel bun. Thanks again for sponsoring me. I hope to become a pilot someday.

Sincerely,

Nathan Kwiatkowski



June 19, 2018



Dear EAA Chapter 95,

Thank you so much for sponsoring me. I had the best time here with great staff and great activities. Each day was packed with things to do that I wasn't even thinking about my phone. The academy was a wide open door to new friendships.

When I arrived here on Saturday, I was immediately greeted with several of the staff asking me questions about my life and interests in aviation. It didn't even take an hour before I was asked to go flying. During the flight, we carried out several steep turns and pulled "G's" twice. On the second day, we were divided into our three groups and I was put into Alpha group. My favorite part of the entire camp was working in the workshop. We created three wing ribs, one made out of wood, one out of foam, and one out of aluminum. I had a blast at the camp and an estetic I was able to participate.

Thanks again,  
Nathan  
Ellis

# From First Solo to Soloing My First

By: Christopher Brinley

It has been nearly four years since I last updated everyone on my goal of becoming an airline pilot. Since then, I have tirelessly trained to acquire four new certificates and ratings, with a fifth soon to come, completed 450 additional flight hours in several different aircraft, and one bachelor's degree. So where did I leave off - I had just finished my freshman year at Embry-Riddle Aeronautical University, Daytona Beach. After almost 60 hours of flight time, I earned my private pilot certificate and enjoyed a summer back in Chicago flying with friends up and down the Chicago skyline, sharing the joy of flight. When I returned to Daytona Beach later that fall, I found myself back in the classroom studying for my Bachelors of Aeronautical Science, somehow convincing myself semester after semester that 21 credit hours would be manageable. I spent several semesters exploring different minor studies for my degree where I was introduced to business management, unmanned aerial systems, air traffic control, and ultimately aviation safety. One very important lesson I have learned at Embry-Riddle is that if your goal is to become a professional pilot, you must always have a contingency plan in the event you are unable to maintain a medical certificate. I decided to pursue a minor study in aviation safety simply because it will always be relevant in aviation. *"There are old pilots and bold pilots, but no old, bold pilots"* E. Hamilton Lee. Spending nearly three years studying this minor, exposed me to safety management systems, hazardous attitudes and mitigation, accident investigation, and NTSB operations. This endeavor has undoubtedly changed my perspective on aviation, and I keep one simple thought in mind every time I go flying: *You can never be too safe.*

So, what happened to flying airplanes? Well, when I returned my second year, I began a night flight block studying for my instrument airplane rating. At Embry-Riddle, almost all instrument students fly during the night because of reduced congestion in the practice areas and because we do not need daylight to perform maneuvers. Utilizing our Frasca Level 6 Flight Training Devices, as well as our C172 fleet, I learned the ins and outs of attitude flying, approaches, holding, IFR cross-country's, regulations, partial panel, and unusual attitudes. At the end of my sophomore year, I proudly became an instrument rated pilot with my head in the clouds. Later that year, I started my junior year where I worked towards my commercial ASEL certificate. This course is arguably the longest since we are cross-trained in both the C172 and the Piper Arrow PA-28R. Here, we go back to basics but with much tighter tolerances; I refined my skills on slow flight, stalls, steep turns, chandelles, lazy eights, ground reference maneuvers, and performance takeoffs and landings. If you aren't a fan of check rides, this one is a tough pill to swallow. At end of the course, we must complete an oral examination, one flight in the Cessna, and one more in the Arrow. This is done once with our in-house check airman, and once more with an FAA Designated Examiner. So, after a six-part check ride and one more year of flight training, I held a commercial pilot certificate and I was now able and ready to earn my first dollar as a pilot. ☺

At this point in my training, I had to decide which avenue I wanted to pursue to begin building my 1,000 hours for a restricted ATP certificate. With a commercial pilot certificate, there are plenty of doors that open to both build flight time and earn a paycheck. Some of the opportunities that crossed my mind were aerial surveying, charter operations, banner towing, ferrying, and flight instruction. After considering all my options, I decided that becoming a CFI would be my next step. However, honestly I did not come to this overnight. Pursuing a flight instructor certificate is not a weekend endeavor – this meant hitting the books hard, more all-nighters and the tremendous challenge of relearning every maneuver from the opposite side of the cockpit to a commercial pilot standard. Believe me, when I was told that parallax error (how our eyes trick us from different points of view) would present a challenge flying from the right seat, I laughed it off and said bring it on. However, after more bounced landings than I care to admit to, I figured it was time to get serious and master the PA-28 and C172 in all aspects.

My initial CFI training took place at Epic Flight Academy in New Smyrna Beach, FL, as the CFI certificate is not required to be completed under Part 141 through the University. Epic has a fleet of approximately 20 C172's, 2 PA-28R's and 4 Piper Seminoles. I found that the hardest part of training toward my CFI was verbalizing the knowledge in my head. I went to Walmart and purchased a white board and practiced teaching friends any topic that came to mind. Can you imagine their excitement? Months of training passed by like a blink of an eye and my birthday gift to myself on May 1<sup>st</sup>, 2017 was passing my CFI check ride. Sitting down in front of FAA Designated Examiner Ghasson Reslan, we spent the better part of six hours behind closed doors picking my brain on any and every topic you could imagine. This followed by a two-and-a-half-hour flight in the Arrow. At the end of this exercise, I applied all of my new found knowledge and checklists and came to a command decision which was that I now had earned a cold drink and a long night's rest. It took several days to wipe the smile off my face. Just a few days later, I was hired by Epic Flight Academy as a full-time flight instructor.

Pictured here was my first day as an instructor.



My first month as a flight instructor offered some of the most stressful times I have experienced in the cockpit, as well as the most enjoyable. It is a journey that I am forever grateful I decided to pursue and it continues to offer lessons daily. I believe that my first 100 hours of dual given flight instruction has taught me more than my four years of flight training. As the pilot in command and final authority, I have refined skills that have undoubtedly prepared me to move forward in the professional aviation industry. The most important skill of all, in my opinion, is multitasking. Students rely on my ability to prepare a lesson plan that is tailored to their learning style and is cohesive in its delivery. When carrying out a flight lesson, I am thinking about how to order my lesson, ensuring the aircraft is safe and airworthy, monitoring my student and observer's well-being, air traffic control, airspace, traffic, and due back times. Somewhere mixed in all this chaos, I find time to look around and enjoy the pure bliss that is flight. The

brehtaking views of the east coast shoreline. The morning sunrise over the Atlantic followed by the golden sunset dipping below the Gulf. The countless smiles that stretch across the faces of young aviators who hope to one day share the pleasure of flight, just as I did when starting out.



Pictured here is one of my most memorable students, Mr. Ronald Jakarimilena, who moved from his small village outside of Papua, Indonesia to pursue his dream of becoming a pilot so that he can return home and ferry supplies to remote villages around the mountains of Indonesia. His first time ever in an airplane was his commercial flight from Indonesia to the United States, and his first GA flight was one that I had the pleasure of sharing with him.

Opportunities like these make me reflect on those long nights I spent reading through text books, rehearsing lesson plans until my voice gave out. It reassures me that the choice I made to pursue a CFI was worthwhile and that I am making a difference with tomorrow's aviators.

After spending the summer with Epic Flight Academy, I made the decision to pursue a full-time instructor pilot position with Embry-Riddle. Though there were several reasons behind this, the decision was ultimately fueled by my desire to give back to the University that offered so much to me. My education came full circle when I was hired by Embry-Riddle and was able to share my stories and training with the young faces whose position I was in not too long ago. I sensed their eagerness to learn and develop their skills in the cockpit and couldn't help but see myself in them. My very first student I had the pleasure of soloing is Mr. Alexander Soto, a student at Embry-Riddle who moved 1,200 miles away from his family in Puerto Rico to pursue an education in Aeronautical Science. He put up with me for three long months, practicing his maneuvers, radio calls, landings, and emergency procedures before I was ready to hand him the keys and allow him to take to the skies without me next to him. Remember when I mentioned the nerves I had during my first solo flight? Well, they get worse when you're the one watching from the ground. I remember it being an excruciatingly hot day in Palatka, Florida, certainly above 100 degrees and not even the slightest breeze to dry the sweat beading down my face. I'll let you decide if it was because of the solo or the heat. Nonetheless, he pressed on and landed the Cessna time after time as I paced up and

down the ramp. I have a very vivid image of his face in my head as he proudly taxied the 172 back onto the ramp. It goes without say that he had a grin bigger than his face and that will certainly stick with me for the rest of my life. The picture here could never quite capture the emotion of that day, as we returned to Daytona Beach hot, hungry and dehydrated.



To date, I have had the pleasure of soloing a handful of students at Embry-Riddle, each time reminding me of that moment I shared with my first instructor, Jordan Jones, at KEVB on December 9<sup>th</sup>, 2013. What I have come to realize is that this job is more than building flight hours, and certainly more than a paycheck. It has offered lasting friendships, life lessons, and refined skills in the skies. As I continue to work toward my goal of becoming a commercial airline pilot, I know I will think back to these days and reminisce on the



memories I have with all my students. A few months ago, I was accepted into the Cadet Program with SkyWest Airlines, an airline holding contracts with American Airlines, United Airlines, and Delta Airlines. They flew me out to Salt Lake City to meet with management and recruiters, touring their facilities and offering a glimpse into my future. Though I am undecided which regional airline I will pursue, SkyWest will certainly be a top contender. Pictured below is my Cadet class in front of their Bombardier CRJ-900.



I am happy to announce that I participated in the December 2017 graduation ceremony after completing the undergraduate degree in Aeronautical Science with a minor study in Aviation Safety. My last step before receiving my diploma is completing the commercial multi-engine add-on certificate. This will be completed at Embry-Riddle in our fleet of NG Diamond DA-42 aircraft starting this fall semester.

None of this would have been possible without the unconditional love and support of my mom and dad, Lee and Angela. They offered me every tool I needed to succeed, and I truly believe that a lifetime of thank-you's would never amount to what I believe they deserve. Though, flight benefits may be a good start. I love you guys more than anything. To every member of Chapter 95, I would like to express my appreciation for everything you have done for me, small or large. Every encouraging word, every offer of right seat time – you all, without a doubt, contributed to directing me down the path I am currently on. After receiving the scholarship to the Young Eagles camp in Oshkosh, I knew the seed was planted deep inside of me and aviation would never elude me. Mom, Dad, and members of Chapter 95, *thank you* for everything you have done for me. You have all helped my dream come true.



Sincerely,  
Christopher L. Brinley

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### 4th Annual Riley Field Fly-In/Drive-In

One again, Dave and Kelly Miller hosted a great fly-in/drive-in at their grass strip. The weather was great and a good number of airplanes flew in, along with a lot of drive-in folks too. Thanks to Dave and Kelly for hosting!





## 2018 Chapter 95 Calendar of Events

### October

13 - Joliet Young Eagles, hosted by Chapter 95  
26 - Chapter Meeting 7:30 pm, Glenn & Alicia Vokac treats

### November

16 - Potluck and Chapter Meeting 6:30 pm

### December

07 - Pizza Party, Movie Night and Ugly Sweater Party

(More pictures from Riley Field party)



### Chapter 95 Officers:

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#### Membership Coordinator:

John Limbach  
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Johnjohnhere@comcast.net

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**NEXT MEETING: Friday, Sept 28, 2018 at 7:30pm**

**Location: Morris Airport**

**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.