

EAA Chapter 95 Meeting

**THIS FRIDAY, Nov 20th @
7:30pm**

Harford's Hanger

650 S Baker Rd, Mazon, IL

Deb Harford is graciously allowing us to use their hanger for our November meeting. The officers and board members wanted to move forward having the November meeting and elections. Please note, however, that they decided not to have the potluck this year, so we will just have our normal meeting at our normal meeting time of 7:30pm.

Please bring your own chair.

If you are a current member, you should have already received a ballot in your email with instructions on how we are conducting the election. Glenn Vokac will tabulate and have the results at the November meeting.

Hope to see you there!

Congrats and Good Bye

Mark & Shelly Molle

Mark and Shelly Molle are starting on to new adventures in Arkansas! They both retired this year and just sold their house. They are buying a house in Mountain Home, Arkansas and will be moving soon. They fired up the grill one last time at their hanger on Sunday, Nov 8 for an impromptu get-together. The weather was beautiful - mid 70's for November! It was a tad windy, but still 5 airplanes and one helicopter flew in, along with quite a few folks who drove in. It was great to have the opportunity to visit Mark and Shelly and say good-bye and wish them well!

Best of luck to Mark and Shelly and we look forward to seeing them soon!





President's Corner...

Greetings Chapter 95 family and friends!

The nation's elections are finally over! Well, sort of... So, now it's on to our chapter's elections! I know of one person who has stepped up to be our next president. This person is a very worthy candidate, but somehow didn't even cross my mind as a

possible next president until they stated they were interested. I probably don't need to be secretive about who it is, but just in case another person decided to run before the deadline, I don't want to show favor. However, I will say I am very excited by this candidate and know the chapter will be in great hands!! I assure you there will be a peaceful transition of power and I will do all I can to support the next president and all the officers!

As of now, I'm not sure of any other changes likely in the other officer or board positions, but I encourage more of you to get involved with chapter leadership roles in the future! It's an excellent way to be a part of the chapter and have fun! Like I said last month, I'll likely return to a leadership role in the future (if you'll let me?). But, if that's not your cup of tea, you can still make sure your ideas and opinions are heard by crying in all caps on Twitter and social media...no wait...I mean by attending our monthly meetings and events! Member involvement is crucial to our chapter's future! No president or leadership group can do it without your participation and feedback! Maybe this year of canceled events will spark a renewed interest in chapter growth and activity in the years to come! I encourage each of you to get more involved when things start picking back up in the (hopefully near) future and help the leadership plan for it starting now! You all are like extended family to me and I'm sure many of you feel the same way about this chapter. So get involved! Help plan an event or two and participate in whatever way you can! Just like this country, the future of the chapter depends on all of us, not just the leaders!

Stay safe and healthy!
Brian

RV-10 Project

As if Tom Ellis doesn't have enough projects going on, he has now started an RV-10 project and is going gang-busters on it! He is expecting the wing and finish kits from Vans in January. He's finally decided that 2 seats aren't cutting it anymore and decided he needed a 4 seater.



A Challenge to Members to Share the Gift of EAA

By: David Leiting, EAA Lifetime 579157
Vice President of EAA Chapter 252
EAA Membership Development Manager

The past 10 months have flipped the world upside down for many of us, but they have also allowed us to spend more time focusing on our families and our passions. For all of us, the shared passion is aviation. It is what brought us together, and has been the one constant we can look to when the days get rough.

The flying club I am a member of shut down operations for 90 days as we evaluated how we could safely operate amongst the COVID-19 pandemic. It pained me to stay out of the cockpit for more than three months. This was the first time since I passed my private pilot check ride that I was out of my 90-day currency! Additionally, my local EAA chapter put all of our events on hold. Although we were able to conduct virtual gatherings and board meetings, it wasn't the same as our usual in-person events.

This lack of aviation activity caused me to reflect on my passion for aviation, and remind myself how easy it is to take for granted the aviation opportunities afforded by EAA. Like many of you, much of what I use to fuel my passion for aviation has come from EAA. EAA AirVenture Oshkosh, my Young Eagles flight, the relationships built through my local chapters, and the educational opportunities. Without EAA, I am not quite sure where I would find myself on my aviation journey.

One of the great pillars of EAA is the opportunity to give back, and pass the torch to future members. Perhaps you have given a Young Eagles flight that led to a career aviator, or lent a helping hand to a friend building their own aircraft. There is also a great chance that you have benefited from the generosity of a fellow EAAer. It is the lifeblood of our organization!

We all remember our mentor who introduced us to aviation and are forever grateful for the gift they gave us. That mentor may still be a close friend of yours within your EAA chapter. EAA is now asking you to join us in helping to preserve the legacy of EAA Founder Paul Poberezny, and of all our past and current members, by gifting an EAA membership to someone you feel will continue to carry on EAA's mission within The Spirit of Aviation.

It is EAA members such as yourself that can bring aboard the next generation of members. Your involvement in your local chapter is even a greater reason to introduce them to EAA. Chapter members are the most engaged and passionate members you'll find within EAA. There is no better group than a local chapter to welcome a newcomer to EAA.

Once you identify whom you'd like to sponsor, simply visit www.EAA.org/Legacy to register EAA's newest member. After you gift this membership, invite the individual to your chapter, and show them the opportunities and community that exist in their own backyard. By gifting a membership and becoming a Legacy sponsor, you will receive a Legacy sponsor pin and patch.

EAA cannot thank you enough for your continued support of the organization, and especially of your local chapter. Chapters are the lifeblood of EAA, and without them the impact of EAA would be fraction of what it is today. Enjoy your holiday season, and we hope to see you in Oshkosh this July!



More Wonderful World of Doug Harford Flying Stories

Continued from last month's newsletter

Story 16: Alaska, "The Big One!"

What makes us fantasize about Alaska? Something primal drives us there, as we all search for meaning.

Its July 12, 2015 and my friend Gary Lowery and I have decided to take "The Big One" trip to Alaska. We have divided up duties, Gary is a new pilot, but with way more "back country" experience and I have the plane! Gary has collected 15 days' worth of food, bear gun, bear spray, life jackets, come and get me transmitter, raft, oxygen system, and assorted knives. Gary had also taken the time to have Bruce check him out in landing my plane and become very proficient at Foreflight, our Electronic Flight Bag software. This is my first trip with another pilot and I can see it is going to be a huge help.

The first picture is Gary and I loading up at Morris, but the weather with 300' ceilings is not cooperating. We don't have any schedule and to be honest haven't looked at the route much, because we expect weather to show us where to go. Finally, tired of waiting we pick up an IFR Clearance and depart into the overcast. We had decided to not use IFR on this trip because I am rusty, but low ceilings with clear on to beckoned us. Beautifully clear on to of the overcast layer and we are off to Aberdeen SD where Foreflight has us landing in clear skies. Lunch and fuel in Aberdeen and a short hop to Minot ND for overnight and file a flight plan and E-APIS for the border crossing into Canada.



The next morning, we are greeted with clear skies, but Regina, our customs stop in Canada is refusing to clear. We waited, nothing cleared, so, we were looking for options. Finally, we find an obscure option, Scobey Border Crossing, 170 KM West of Minot, 3300' grass strip, shared by US and Canada Customs, (land with one wheel in each country!), The US and Canada each have offices on a highway, but both service the grass strip. We call and they are available, the strip had just been mowed, but they don't own it, so, we should make a low pass and look for animal holes! This is made for adventure, so we load up and go! Upon landing two Canadian Customs agents greet us at the strip, we deplane with the gun and other stuff, and are cleared into Canada. 217 NM to Medicine Hat Alberta Canada. Going to Medicine Hat we are flying at 8500' because of the smoke from forest fires in northern Alberta.



The next morning 445 KM to Peace River, passing over Calgary and Edmonton. Fuel up and fly to Fort Nelson where the Alaskan Highway Starts, then on the Watson Lake and White Horse in the Yukon Territory. A 1100 KM Day! Not bad for old guys! One learning on this trip, was that weather radar always showed clear skies up on the Highway, but there is no radar there! It always shows clear! Oops! The guy in Watson lake showed how to access state run cameras they use along the Highway and point in both directions at each location for a look at the actual conditions. Not as good as radar!

Next morning bright and early off the Northway Alaska for US Customs. No fuel there but very handy and there are opportunities for fuel later if you need it. There are lots of fire fighters staged there, so we visited with them. Most were women who are dropped in by helicopter where they dig into the permafrost layer that will burn to put out the smokers which remain after a fire. We were expecting firefighters with chain saws and axes, but these firefighters had spades and trowels. If you don't put the smokers out, they start to burn again. From Northway we fly to Talkeetna where Denali is clear! Fuel and lunch and visit with the local Denali Pilots who fly tourists up on the glaciers. They were very helpful and we decided to try it ourselves, just not land on the glacier. Fly up the right side of the glacier and down the right side. The mountain is stunning! We decide to fly around the mountain until we have an attack of common sense and stop at 13,500' where all the windows froze. Down another big glacier and off to Wasilla to meet up with Gary's Cousin-in-law's wife for supper and bring home caribou antlers from the caribou he shot and packed out a few years ago. 525 KM plus the flying we did at the mountain; we are tired!



Next morning reindeer sausage and eggs for breakfast and we spend most of the day in Wasilla. (You can see Russia from there!) Late afternoon, head for Anchorage and new learning curves. First, there is a lot of military airspace to navigate and preferred routes are not on maps. We should have used the Alaska Supplement that shows us the corridors we should use. The controllers pointed that out after several minor violations. Second, don't go to Alaska in tourist season without reservations. The FBO checked everywhere for a room and rented us a room they have for such occasions above their shop. I love our flying community! She also rented us a broke down Taurus, but it ran and we weren't in a position to be choosy! We took a couple days to rest, drive around Anchorage, and make fishing reservations in Homer. There are no fishing reservations in Homer! The FBO said to try Seward where we lucked into two spots that had just canceled. Love our flying community!

Nothing of note in Anchorage, so after a couple nights of good rest living above the FBO Maintenance Shop (nice accommodations) we are off to Seward. The flight from Anchorage to Seward is South down the Kenai Peninsula, with mountains to the East and low brushy stuff under us. We are looking for moose or anything else to see. We are flying under an overcast sky with beautiful scenery. As we approach our turn to the East to follow a river through the mountains to Seward the overcast became broken and we followed the river right to Seward. Seward is a small airfield which was quick to tour and visit with all kinds of native aviators. The town of Seward is small and has cruise ship shops for when the Alaskan Cruises stop and send their people to Anchorage on a train. The harbor and Price William Sound in stunning. The next day weather is perfect for fishing and the following day is supposed to be clear all the way to Seattle through the inside passage.

Fishing first! Fishing and scenery were the top highlights for us on this whole trip. We went out on a boat with 9 fishermen and three crew, normal sized for that area. Our fisher buddies included a young couple working for the Air Force on environmental studies and 5 Army. Having a younger crowd was great and added to the fun. We were out to get a limit of Salmon, rock bass, halibut, and hopefully ling cod. First, we went for salmon and limited out in an hour! Rock bass went fast as well. The Halibut took longer because we could only catch the big fish and you were allowed one small and one large Halibut. We were tired of pulling in the larger halibut, but the scenery was so spectacular you never wanted to go back. I hooked a ray at one point and they don't move. Rays are considered junk fish, but I fought it for almost an hour and wanted to see it when the captain said we have to move and cut my line. We eventually got our limit of Halibut and I caught a big Ling Cod that was one pound below the limit and it had to go back. They follow the rules! There is a place that cleans the fish, freezes them, and sends them to us when we get home. Not cheap, but easy!



We wake up the next morning expecting severe clear all the way down the inside passage to Seattle with one stop in Ketchikan for fuel, overfly Canada to avoid Canadian Customs, and land in Seattle. Ketchikan was 100' overcast and forecast now to stay that way all day, so we decided to fly up Prince William Sound to Valdez, North over the mountains and spectacular glaciers to Gulkana, and back on the Alaskan Highway. Life jackets on, raft where we could get it, and off to Valdez. Price William Sound (where the Exxon Valdez ran aground in 1989) is spectacular! Everything looks pure! Fishing boats with their nets out, small islands, and inlets, everything is spellbinding. We were flying at 9500' to give us some glide, but that is not what we were thinking about. At Valdez a left turn to North took us over the highest mountains we crossed. We were spellbound by the glaciers and the rivers coming off of them, there are thousands of glaciers of all sizes.

Fuel at Gulkana and off to Whitehorse Yukon Territory for customs and rest. We had a hard time following the highway, but were determined to do a better job than we had been doing for safety. The weather at Whitehorse was poor, so we were there for a couple days. There is not much to do in Whitehorse, which surprised us, but we were watching to weather. The second day the weather lightened up a bit, so we looked at cameras, available weather, and called Watson lake about 1/2 way

through the mountains. Watson lake said planes were coming through and it should get better. We decided to go. East of Whitehorse thunderstorms were developing behind us, but should be no problem, except they would block a return to Whitehorse. On the 190 NM trip to Watson lake the ceilings declined and we worried. We speculated the planes that were getting through were locals familiar with 200' ceilings! Watson Lake looked good to us on arrival!

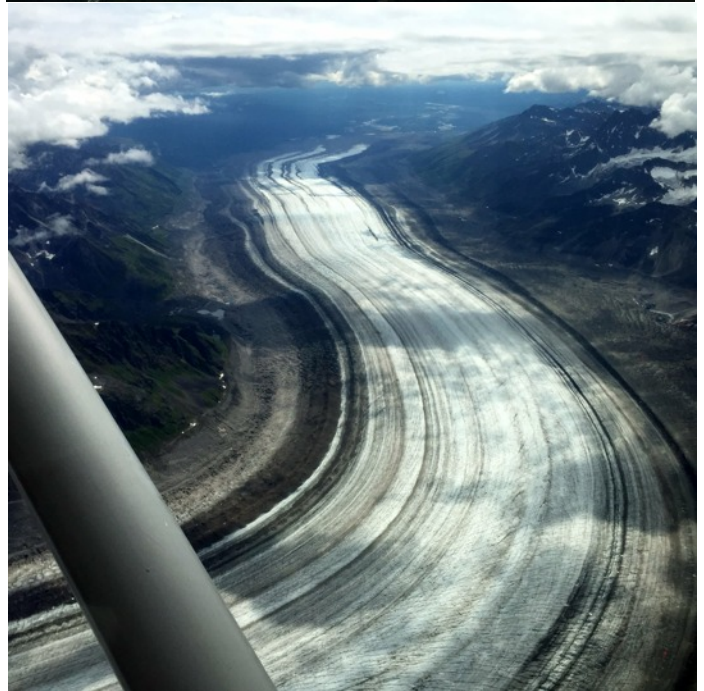
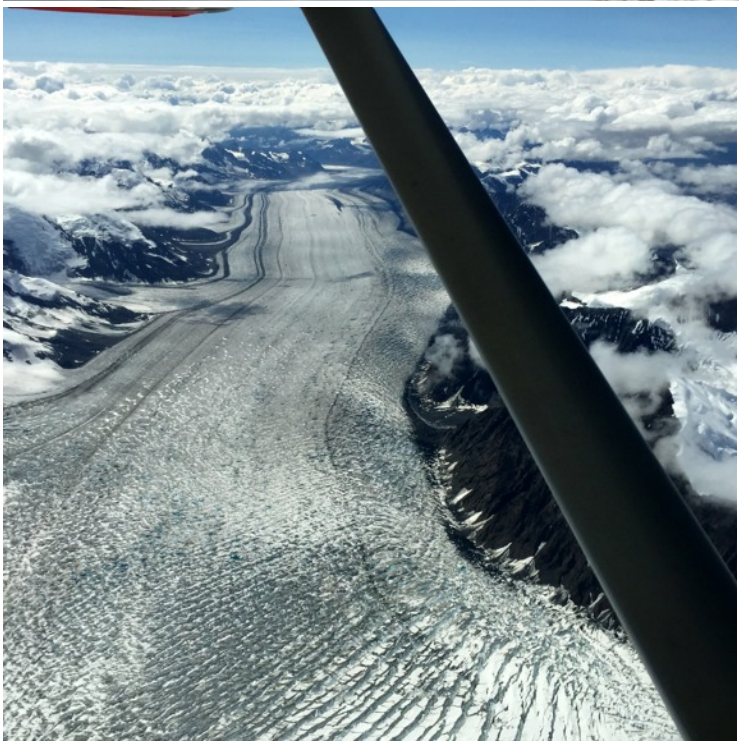
Weather was forecast to improve and reports improved through to Fort Nelson which is the end of big mountains. So, the decision was made to go with all available information. Flying the Highway out of Watson Lake was pretty easy, but we never received extra ceiling. From Watson Lake the road follows the Laird River, so the road, the river, and us are always going downhill. This is somewhat comforting, because you always know the ground is lower ahead, but there is a spot where the highway leaves the river for a long stretch. We made the decision to follow the river (we had heard some pilots do this in Watson Lake), if we follow the road it could gain altitude into the clouds leaving us with no options. This was by far the most exciting part of the trip. Gary and I both had Foreflight in front of us, but I was looking outside at terrain, so Gary was watching Foreflight for changes in direction. Gary would call out upcoming turns, so I could position the plane not to hit the river ravine walls. It was an exciting 30 minutes!

We are out of the mountains! We overfly Fort Nelson and stop at Peace River for fuel, and then on to Saskatoon Saskatchewan for the night. We stopped at Saskatoon mostly because it is fun to say! Have you ever done that?

July 31, 2015, we decide to go through customs in Grand Forks ND and filed a flight plan, E-APIS, and made all the calls to US Customs. We learned that there was a TFR (Temporary Flight Restrictions) at Grand Forks for a Blue Angels Practice session, but we timed our entry for 30 minutes after the TFR ends. This area of Canada has no radio with center at lower altitudes and the weather is perfect, so we don't go high. As we are flying through Regina, Gary gets a text from my son Chris telling him to call and something about customs. Turns out the TFR has been extended a couple of hours and we were heading right into it. The customs agent realized it and called my emergency contact, Chris. Now no phone or radio and little to go on, we start texting Chris with very spotty results, but Chris gets us rescheduled with customs for Minot, and we fix the flight plan when we get radio in US Airspace before we land. All is good! Good job Chris! Now with adrenaline under complete control we decide to go to Oshkosh and meet up with Chapter 95 buddies. We fly to Lacrosse WI because we could get a room there during Oshkosh and Fond Du Lac the next morning. We were shot. Gary had a bad knee and could hardly walk, I was exhausted, but we walked Oshkosh a bit, got a ride to the Fond Du Lac Bus from Mark Kenney and back to Morris.

This had been the trip of a lifetime! Caught big fish, saw glaciers and mountains, and flew 48 hours in 9 days. This was our "Big One" the trip to Alaska!







Joke of the Month

Submitted by: Linda Roddy

From: Rod Machado's How to Fly an Airplane Handbook

So the story goes like this: Two military C190 pilots decided to play a joke on a General riding jump seat on a flight. When the airplane is aligned with the runway, the copilot says, "Would you mind if I make the takeoff?"

The captain says, "Please do." Once airborne the captain says, "That's a mighty fine takeoff for a Landing Pilot."

The copilot says, "Oh, I'm not a Landing Pilot. I'm a Takeoff Pilot."

At which point the captain says, "You can't be a Takeoff Pilot because I'm the Takeoff Pilot. Surely they wouldn't have put two Takeoff Pilots on the same airplane, would they?"

The look on the General's face was priceless.



John Musgrave visiting grandkids!



Enjoying the Fall Colors

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NEXT MEETING: Friday, Nov 20th at 7:30pm

**Location: Harford's Hangar (Harford Field)
650 S Baker Rd, Mazon, IL**

Look forward to seeing everyone there!!!!

Visit our website at <https://chapters.eaa.org/ea95>

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.