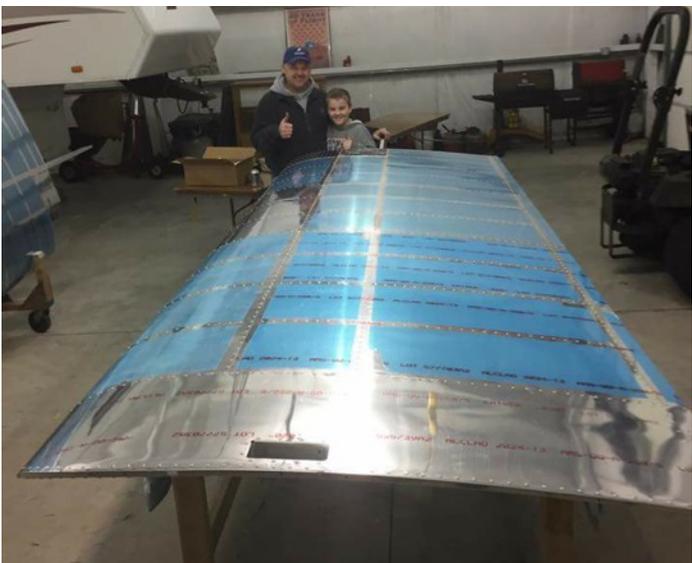




## RV-12 Build Day

Mark Molle and Tom Ellis planned a build day for the RV-12 on Sunday, March 19th at Mark's hanger IL-51. They had a great day of building the RV-12. Thank you very much all the Chapter 95 members that not only stopped by to check it out, but jumped in to help!



## EAA Celebrates 25 Years of Young Eagles



*EAA News:* 2017 marks the 25th anniversary of the Young Eagles program, which began in 1992 and has provided more than 2 million young people ages 8-17 with an introduction to the world of personal aviation.

To celebrate, EAA has planned a variety of events and activities throughout the year starting with a special 25th anniversary exhibit in the EAA AirVenture Museum. The exhibit will share the history and impact of the Young Eagles program through photos, videos, and interactive displays.

Starting with the February 2 issue of e-Hotline we'll also be sharing one Young Eagles success story per week for the 25 weeks leading up to AirVenture Oshkosh 2017.

AirVenture 2017 attendees are invited to join EAA for a birthday cake celebration and show their pride in the Young Eagles program with special 25th anniversary T-shirts and hats that will be available during the convention. EAA will also host a Young Eagles volunteer dinner on July 26 to thank those who make the Young Eagles possible and successful.

As a special thank you to pilots who fly Young Eagles during this anniversary year, EAA has created a commemorative prop card and a set of decals. Pilots who fly at least one Young Eagle will also receive a letter of thanks from EAA. In addition, a special 25 for 25 pin will be given to pilots who fly at least 25 Young Eagles during 2017, and they will also receive recognition on the Young Eagles website.

Additional details will be announced as they are finalized.

If you or someone you know has a Young Eagles story to share email us at [kholidaygreenley@eaa.org](mailto:kholidaygreenley@eaa.org). You can also share your Young Eagles photos with us on Instagram or Twitter using #YoungEagles25

## From The President ...



**H**i all,

Well we made it through winter and the first day of spring has arrived. This is an awesome time of the year as everything comes alive and it warms up to go outside and enjoy nature & aviation to the fullest.

It was nice to see many of you on Saturday for the family dinner night as good food at the Patio always seems to bring out a crowd. Speaking of good food, a member of chapter 95 and board member for the Grundy County Farm Bureau (where we hold our monthly meetings) has brought to my attention he sells Fresh Farm Raised Beef

for the Freezer. Cash Biros has available year around quarters, half's or whole beef. Processed at Chenoa Locker and sold at market price by hanging weight. For more information call or text Cash at (815) 735-2614 or email [cbiros@hotmail.com](mailto:cbiros@hotmail.com).

The rest of March and April are kind of quiet with chapter 95 activities. I know we have some airplanes being built, so do not hesitate to send Jana updates as to progress you have to report on your build projects. Save up your energy though as we have many events to come starting in May things get busy all the way into October. Check the schedule in our news letter today and pencil in the events you would like to partake in on your schedule.

Be Safe, Healthy & Happy,  
Mark  
(Email: [mrkmolle@gmail.com](mailto:mrkmolle@gmail.com))

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## Chapter 95 Meeting Minutes - February, 2017

Meeting called to order @ 7:30 by Mark Molle with 22 present

Pledge of Allegiance recited

Secretary's Report by Warren Roddy – N/A

Treasurer's report by Jacque Nawojski –

Income: \$4761.00

Expenses: \$4042.26

Young Eagles Fund: \$4216.11

Available Funds: \$5331.66

New member Ryan Stephens - welcome

Tom Ellis brought up the idea that as a non-profit we should not be carrying a balance without an ear marked purpose for that balance – This is something we will need to look into further. Balance should be ear marked for something specific (for legal / tax reasons).

### OLD BUSINESS

Mark and Brian went to the Chicagoland Chapter leaders meeting on Feb 04. Productive meeting with leaders from many different Chicagoland Chapters.

Nice weather lately – lots of flying and there were a couple of fly-outs.

### NEW BUSINESS:

EAA sent out a chapter Gram email with a survey for members to take. This may have only gone out to the Chapter Leaders, but will eventually go out to all. Everyone is encouraged to take the survey.

Chili's give back program. They changed the rules a little – 1 month at a time only, instead of 3 months. Mark is working on getting the paperwork in for it. Details to follow.

Congratulations to Sam Limbach (Private Pilots Certificate) and Matt Trofimchuck (purchased a new (used) helicopter)!

Happy 90<sup>th</sup> Birthday to Bob Bushby! He and Sharon couldn't make it due to Sharon recovering from a fall. Bob and Sharon were going to bring treats, so Larry and Jacque stepped up and brought them tonight. Thank you!

### Calendar Discussion:

March 4<sup>th</sup> - Hops and Props at Oshkosh.

March 4<sup>th</sup> - Galt (Chapter 982) is having a 'Murder Mystery Night' fundraiser (for flight lesson scholarships and / or sending kids to Oshkosh summer Camp)

March 5<sup>th</sup> - Movie screening - Clow 11AM -2PM - the movie 'Eleven'

March 11<sup>th</sup> - Migratory Bird Fly-in - Havana, IL

March 11<sup>th</sup> - Family Dinner Night - The Patio, Bolingbrook, IL

We've been invited to participate in the B25 restoration at the Kermit Weeks Hanger @ OSH. We're looking to gauge interest and try to schedule a weekend in April.

Again, Thanks Larry and Jacque for the treats!! Mark Kenny said he and Judy will provide treats for May. Thanks Mark and Judy!!

Anybody going to Sun and Fun? A couple of people said they are.

Tom Ellis brought up that Bede Aircraft are giving away aircraft kits for kids building programs. He has briefly looked into the details. Is this something we'd like to do as a kids program for the kids? Would we qualify?

**Guest Speaker:** EAA Chapter Video

# Experimental Aircraft: Certification, Regulations, and the Basis of Operating Limitations

By: Nick Scholtes

So you're the proud new owner of an aircraft! And that aircraft just happens to have a big "EXPERIMENTAL" sticker on it. Is there anything special that you should know about flying/operating/owning this aircraft?

ANSWER: You bet there is! So here is more info about it than you ever wanted to know!

## **So what exactly is an "Experimental" airplane, anyway?**

Just listen to any CTAF on a Saturday morning, and you'll undoubtedly hear somebody make a call that has the word "Experimental" in it. Ever wonder why? Ever wonder what that means? Well, "Experimental" aircraft are different than "regular" aircraft. Often, "regular" aircraft are (incorrectly) called "Certified" aircraft. In this context, the term "certified" is incredibly confusing, because in reality ANY aircraft that carries an airworthiness CERTIFICATE is "certified", it's just a matter of what classification they are certified into. (There is a type of aircraft that doesn't carry any airworthiness certificate, and these are called ultralights but they have to meet all requirements of FAR 103.) There are two classifications of airworthiness certificate, "Standard" and "Special" (for more info see [https://www.faa.gov/aircraft/air\\_cert/airworthiness\\_certification/aw\\_overview/](https://www.faa.gov/aircraft/air_cert/airworthiness_certification/aw_overview/)). What we often hear called a "Certified" aircraft is an aircraft that has an airworthiness certificate in the "Standard" classification. The other classification, "Special", is where "Experimentals" lie. As a point of trivia, there are actually 8 different types of "Special" airworthiness certificate, ONE of them being "Experimental". And there are 8 different types of "Experimental"!! For the VAST majority of folks flying an airplane that they call an "Experimental", they are actually flying an aircraft that has a Special airworthiness certificate, in the Experimental category, under the purpose of Amateur-Built. These are often called "Experimental/Amateur-Built", or "E/A-B" for short.

## **Ok, so now I understand the certification thing, what's different about it?**

Well, one problem that ALL pilots of Experimental aircraft is a lack of training in Experimentals. This is because training in Experimentals is essentially forbidden by the FAA ("essentially" forbidden, not "completely" forbidden", more on that below). Because of this, all of us receive our primary flight instruction in a "Standard" aircraft, and we are taught the regulations for "Standard" aircraft. Then, we build or buy an E/A-B, and we probably know nothing about the regs that govern this new category that we're flying around. But, the reality is that E/A-B aircraft operate under SOME different regulations than do "Standard" aircraft, and it's the responsibility of the pilot to know these regs and operate accordingly.

## **What exactly are the regs for an E/A-B?**

The actual regulation that governs the operation of E/A-B is [14CFR91.319](https://www.law.cornell.edu/cfr/text/14/91.319). (<https://www.law.cornell.edu/cfr/text/14/91.319>) If you are operating an E/A-B it is HIGHLY recommended that you read, understand, and essentially memorize 91.319. This reg tells you everything you want to know about operating your E/A-B. For example, without understanding this reg, you may not know that you cannot operate the aircraft over a densely populated area (unless that aircraft's Op Lims state otherwise). Further, you may not know that you are required to tell each person that you give a ride to, that they're riding in an Experimental. Further still, you may not know that you DO NOT have to say the word "Experimental" in every radio call, nor do you have to say the word at all at a non-towered airport. You only have to "advise the control tower of the experimental nature of the aircraft" when operating at a towered field. So why do so many people say "Experimental" on their radio calls at a non-towered field? Simply 'cause they don't know the regs!

## **What are Operating Limitations?**

The FAA views each E/A-B to be a completely unique aircraft, the manufacturer of which is the builder and the model being whatever the builder wants to call it. For example, let's say that you build an RV-8. From everybody's perspective (EXCEPT the FAA's perspective) that aircraft's make/model is a VANS/RV-8. However, from the FAA's perspective, if John Doe built it and it was the first airplane that he built, it is a Doe/001. Nowhere is it considered a Vans/RV-8. As a matter of fact, from the FAA's perspective, there IS no Vans/RV-8! None have ever been built! The only way an aircraft could be a Vans/RV-8 would be if the Vans factory built one, and they can't because for them to build one it would have to be a "Standard" aircraft! (I suppose Van himself could build one and call it an RV-8, so maybe the first RV-8 prototype is a Vans/RV-8, but you get the point!) Anyway, because each E/A-B is totally unique, each aircraft is issued its own completely separate and unique Operating Limitations. These Op Lims are for THAT N-Number ONLY, and they define exactly what THAT

aircraft can and can't do. No two RV-8s have the same Op Lims! The Op Lims define two different phases of operations; the vast majority of the aircraft's operations will be conducted under "Phase II". For you as a pilot or owner/operator of an E/A-B, it is YOUR responsibility to know (REALLY know, like memorize) the Op Lims for the aircraft that you will be operating. Don't short-change yourself and not read your Op Lims!!!

### **Can I receive training in an Experimental/Amateur-Built?**

Yes you can! There are two ways that you can receive training in an E/A-B. One way is for you to purchase an E/A-B and then hire an instructor to provide you with training in it. The other way is to find an instructor who owns an E/A-B of the make/model that you want training in, and have that instructor provide you with BOTH the instruction and the aircraft. If the instructor provides the aircraft, he has to be operating under a LODA (Letter of Deviation Authority) in order to provide you with both the aircraft and the instruction.

It is important to note that you are paying this instructor for his service, and hence you should expect nothing but the best service. So, make sure that as part of the training that you receive you get a FULL overview of the regulations that you will be operating under with the E/A-B, as well as a thorough review of the Operating Limitations that are assigned to THAT aircraft. If the instructor only teaches you how to manipulate the controls of the aircraft and ignores the paperwork aspect, the instructor isn't giving you THOROUGH instruction in the E/A-B.

Have fun out there with your new airplane!!!

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## **Loud, Clear, No Fear**

By: Tarrance Kramer (Published by Avweb - [www.avweb.com/eletter/archives/101/3608.html](http://www.avweb.com/eletter/archives/101/3608.html))

Our main airport has several flight schools and they keep us air traffic controllers quite busy. It's easy to tell when they get a new batch of students—those first radio calls for VFR clearances and eventual taxi and takeoff are usually halting, uncertain affairs, dragging on as students parrot their instructors without truly understanding the lingo. It can be almost as painful for us as for the student.

Clumsy as those first steps may be, the subsequent journey will hopefully lead each student to true proficiency on the radios. It's not an easy road at times, especially once each advances into instrument training. The amount of radio communication and multitasking may be overwhelming at first.

It's tougher for some students than others, but getting comfortable on the radios is just as crucial for instrument flying as polishing holding procedures and shooting approaches. The aviation business, after all, is focused on safety and communication. The two go hand in hand within the IFR air traffic control environment.

Let's explore what kind of lessons and techniques make for success on the frequencies.

### **Nothing Special**

First, we must discuss a basic issue: mic fright. For a new pilot, getting on a frequency full of airline and corporate traffic being wrangled by a fast-talking controller can be intimidating. Those characters can sound smooth, confident, and even cocky. It's a good bet, though, that they didn't start that way. They were probably just as nervous getting on the frequency for the first time.

Mic fright and other kinds of performance anxiety are often caused by the misguided assumption that the other party is somehow more important than you. If your imagination is allowed to feed on that notion, it can run off with your confidence.

Before I joined the ATC work force several U.S. presidents ago, I imagined controllers as intense, well-dressed middle-aged folks working in ivory towers and fortified radar rooms. Here I was, just a lowly peasant in a Cessna, beating up their traffic pattern or requesting flight following. Putting controllers on an imagined pedestal made my dealings with ATC shakier than I would have liked.

Then I got hired and saw behind the curtain. The work may be intense at times, but the people are casual. During football season, we're wearing our team jerseys and caps. In the warmer months, we're working in shorts, T-shirts, and sandals. In between traffic rushes, we're chatting sports, video games, food, movies, hobbies and love lives. It's nothing you wouldn't find in a typical office environment with a bit more casual dress code.

The steady-sounding controller you're talking to isn't a Marvel superhero. Perhaps he's Bob from Oregon, with two kids, a wife, and a Chihuahua named Taco. That smooth airline captain you just overheard could be Lynette from San Francisco, who likes backpacking vacations and creating watercolor paintings. They're all just regular folks who happen to be trained to do a very specific job, and tend to love doing it.

What's stopping you from sounding like Bob or Lynette? Nothing, really. Sure, they may have some more radio experience than you, but the frequency is a level playing field. Approach your next radio transmission with the confidence of knowing you've got just as much right to be on there as they do. You're all just regular people, playing with an extraordinary thing: aviation.

### **Graceful Recovery**

What if you get on that freq and make a mistake? Botching a transmission can be pretty mortifying to the new pilot. Perhaps you've thought afterwards, "Now everyone for 200 miles just heard me make a jackass out of myself."

Don't sweat it. Everyone fouls the frequency occasionally. That's part of the learning process, as you try to reconcile both what you want to say and how you plan to accomplish the task being discussed.

Goofups are constant on both sides of the frequency and at all pay grades. One morning, I cleared a heavy Airbus A300 for takeoff. The pilot responded in a deep, monotone AirlineCaptainVoice(TM). "Runway 9, fly runway heading, clear—SQUACK!" His voice cracked like a twelve year old boy's. He tried again. "Runway 9, fly run—SQUACK!" The other pilot keyed up, laughing. "Sorry about," he said. "My little buddy's just starting puberty. Runway heading, here we go."

That was the crew of a 378,000-pound Airbus with hundreds of passengers aboard. If it can happen to them, it can happen to anyone. I have sneezed in the middle of issuing an IFR clearance. I've rolled a heavy chair over my pinky toe mid-transmission. (I finished the call with my voice about an octave higher than where it started.) One day, a congested nose gave me a bad speech impediment. "Dovember Three Seved Dine, fly heading zero seved zero."

Stuff happens. It's out there. It's on the recordings. There's not much one can do about it. Like the Airbus crew, just laugh it off, keep going, and do it better the next time. Or, if it's good enough, send it in to our editor and he'll memorialize it for you on the last page so everybody can laugh with (or at) you.

### **Readback**

If you mess up a readback, and ATC has to correct you, remember the controller's job description: ensure the safe, orderly, and efficient flow of aircraft. We need to verify that you're following our instructions so you don't conflict with other aircraft.

Lately, I've noticed pilots getting lax with mandatory runway hold short readbacks. Really lax. If a controller tells you to hold short of a runway, you must read back that instruction. That's non-negotiable, and is specifically mentioned in 4-3-18 (7) of the AIM. "ATC is required to obtain a readback from the pilot of all runway hold short instructions."

No one likes being corrected. More often than not, when we have to request a hold-short readback, some pilots cop an attitude. They seem to be forgetting the end game here is safety. As a pilot, you're responsible for your well-being and that of anyone else aboard your aircraft. Proper readbacks—and ensuring compliance with those instructions—are key to the ATC-pilot team initiative preventing you from becoming a runway incursion statistic or, worse, an accident statistic.

Even airline pilots sometimes forget that. Hop on YouTube and search for "Delta Captain Happy." In the summer of 2014, a ground controller at Atlanta Hartsfield issued taxi instructions to a Delta airlines aircraft. The pilot took the wrong route. The controller calmly corrected him. The pilot lashed out with a vicious—and unintentionally comical—tirade, which escalated quickly until another, unidentified pilot put "Captain Happy" in his place. The exchange was immortalized by LiveATC.net and made the national news.

Don't be "Captain Happy." If you get corrected, so what? That just shows ATC is doing its job. Just give us the readback so we can move on to another aircraft. It's not at all personal. If you comply with the instructions, five minutes later the controller probably won't even recall the exchange. Pilots who don't read back and don't comply are the ones who get remembered.

### **Cut the Fluff**

Air traffic controllers and pilots are trained to be fast, decisive communicators, not radio talk show hosts blathering on about current events, sports, and celebrity nonsense. We're urged to economize our words. Think Ernest Hemingway, not Charles Dickens.

Here are some radio techniques I learned as a controller that have helped me pare back my excessive word vomit. All of these equally apply to pilots.

Don't think on frequency. When you key up the mic, you should already know exactly what you're requesting. Dealing with an indecisive pilot is akin to being trapped at a fast food drive through behind someone who can't figure out what they want. It's frustrating and time-consuming. The worst offenders are those who change their mind constantly, forcing ATC to make a new plan each time.

Have a question? Ask it. With my own two eyes, I have seen two frightening near mid-air collisions occur because a pilot misheard an ATC instruction. After each incident, when questioned, each pilot said, "I thought the controller's instructions sounded weird, but I didn't want to question them."

There's no need to say, "With you" when checking in with a new controller. Your voice in the controller's headset says you're there, stating it is redundant and needlessly adds air time.

When a pilot's intentions are unclear, I have zero problem telling him, "Say again your request." Likewise, I fully expect any pilot to question me if he didn't understand my instructions. Your safety and that of aircraft around you relies on the accurate communication and receipt of instructions. Don't let there be dead air on a frequency recording in place of a question that may have prevented a dangerous incident.

Trim the Fat. One of my first ATC instructors leaned on me about my unnecessary pronoun use. "Traffic at your one o'clock." "You are cleared for the ILS Runway 33 approach." "Turn 20 degrees to your left." He logged each in a notepad. The first day, he filled up a page. The next, a half page. After a week, my river of pronouns had almost dried up.

State your intentions to ATC with the minimum words possible. You're not having a personal conversation with the controller. You're telling the controller what you're doing and what you want. "Cessna 23AQ requests two turns in holding, followed by the ILS 36." Compare that to: "This is Cessna 23AQ, and we'd like to do a couple of turns in holding, and then we'd like to shoot the ILS to Runway 36." Both convey the message. The first one sounds more professional and more efficiently uses the limited radio time.

Oh, and always (always) include your call sign in every transmission.

Finding your footing on the radios early can help you make serious strides later on in your flying career. Sure, you may encounter a few hurdles here and there, but with confidence and efficiency, you'll be talking like a pro. Just remember: You belong on that frequency with everyone else.

*Tarrance Kramer keeps his transmissions clean and efficient while working traffic...unless a P-51 Mustang enters his pattern. The warbird fan in him just won't be restrained and he's forced to chat with the pilot.*

*This article originally appeared in the March 2015 issue of IFR magazine.*

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## Family Dinner Night - The Patio, Saturday, Mar 11



35 people came out to enjoy our Family Dinner Night at The Patio.

Good conversation and good food!

## 2017 Chapter 95 Calendar of Events

Here is the current calendar of events. Some things may change, so continue to keep checking the calendar. If you have any other ideas, please contact Mark Molle.

### March

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, Mark & Judy Kenney 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



## Chapter 95 Officers:

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**Membership Coordinator:** John Limbach  
(815) 791-6620  
Johnjohnhere@comcast.net

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7900 E Chickory Lane  
Coal City, IL 60416



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**NEXT MEETING: Friday, Mar 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.