



NO March Chapter Meeting

Obviously with the COVID-19 measures put into place here in Illinois (and most everywhere by now), we will not be having our March Monthly Meeting. Since things continue to change, I am not going to put any other guidance or COVID-19 information here. I'm sure you have all read and heard enough for a lifetime on this.

As more information becomes available and whenever we start resuming activities, we will be sure and keep everyone informed via emails and newsletters. As of now, the short term items on our calendar are the April Chapter meeting, the EAA Learn to Fly Day in May and Young Eagles the beginning of June. If any of these get cancelled, I'll let you know. If we decide to hold any of these events, at that time we will provide any guidance and/or changes to procedures that may be needed in order to have a safe and fun event.

In the meantime, stay safe and keep flying (if you can)!

New Chapter Website Coming March 31

Effective March 31, EAA is ending their websites provided on the Webs.com platform and migrating to a new website platform, Sitecore.

The link to our website will stay the same, so you won't notice anything different as far as getting to the website. However, it will have a slightly different look to it. I have been in the process of migrating the content of our old website to the new one and also doing some customization. EAA provides the template, so I've been modifying it for our specific chapter needs.

The good news is that it is pretty easy to modify the website so my goal is to do a MUCH BETTER job keeping the website updated with our events. Admittedly I did not like maintaining the old site and did a terrible job! :)

Once the new site goes live on March 31, please take a look and let me know if you have any comments or suggestions.

As a reminder, you can get to our website by either:

95.eaachapter.org or eaa95.org

TENTATIVELY

Mark Your Calendar

EAA Learn To Fly Day

Saturday, May 16

Morris Airport @ 9am

At our February Chapter Meeting, Tom Ellis brought up the EAA Learn to Fly Day and Flying Start program on May 16.

The Flying Start program provides chapters with a perfect opportunity to reach out to the local community and bring those interested in aviation to the airport to show them firsthand how accessible and enjoyable general aviation can be. It allows EAA Chapters to welcome and encourage new aviation enthusiasts to the fun, freedom, and accessibility of personal aviation.

The program consists of an EAA-prepared PowerPoint presentation and video that provide the attendees with information about learning to fly. The hosting chapter can customize this experience with information about their local chapter and flight training resources. The presentation is capped off with an EAA Eagle Flight for each attendee.

The goal of the Flying Start program is to provide interested adults a pathway to flight training and involvement with their local EAA chapter.

We all agreed this would be a great event, so Tom was going to follow up and get more information. He will talk to 1 or 2 flight schools to attend and give a short presentation on their flight school and what's available in the area.

If weather permits, we will hold the presentation in Matt and Jana Trofimchuck's hangar at the Morris Airport and then we will need some pilots to give Eagle Rides after the presentation.

Stay tuned for more information and confirmation we are still going to hold this event as it gets closer.



President's Corner...

Greetings Chapter 95 family and friends!

This month's article has been especially hard to write due to the ever changing situation we're currently living in. I've been struggling just to figure out how I'm feeling, let alone put it into words. First and foremost,

though, I hope all of you are well and remain well! I haven't heard of any health related issues due to this virus affecting any of our members. I hope and pray it remains that way! I'm certain many, if not all of us,

have been negatively affected in other ways, though. I'm hopeful things will recover and hopefully sooner than later! Obviously, for us as a chapter, we will not be holding our meeting this month and will have to wait and see for next month. We haven't discussed any kind of virtual meeting or activities, yet, but probably should look into it, if this thing continues to prevent us from getting together in person for too long. Anybody wanting such a thing should feel free to organize it and let us all know! We'll try to keep you updated through Facebook posts and emails regarding the status of any meetings, events or activities. Feel free to contact me if there's any concerns or questions and I'll do my best to help in any way I can. I wish you and your family good health and well being during this trying time.

Brian

Chapter 95 Meeting Minutes - February 28, 2020

Meeting called to order at the Kendall/Grundy County meeting room in Morris @ 7:45 pm by President, Brian DePung with 30 adults and 2 junior members in attendance.

Treasurer's Report – Jacque Nawojski

Income: \$5,640.00 (mostly dues, banquet tickets and Air Academy donations)

Expenses: \$2,389.31 (mostly banquet expenses and EAA Chapter Renewal)

Young Eagles: \$5,531.35 (\$4,480.00 committed to send 4 to the Air Academy)

Available Funds: \$4,427.87

Old Business:

Thank you to the Banquet Committee (Cathy Needham, John Limbach and Jacque & Larry Nawojski) for another successful Annual Chapter Banquet at Syl's Banquet Room. A Good Time was had by all, with the food being delicious and the Year-in-Review skillfully compiled by Jana Trofimchuck was excellent as usual. In fact, the Years-In-Review Thru the Years starting with 2005 put together by Jana was enjoyable and quite enlightening.

New Business:

Brian asked about any new ratings or accomplishments:

- Lee Brinley passed his Third-Class Medical.
- Nick Scholtes received his commercial motor glider pilot certification.
- Joe Saltzman completed his 1st phase for his Instrumentation Certificate; that is, he passed the written test.
- Larry Nawojski, Tony Madonia and John Ricchio attended an EAA Workshop in January up in Oshkosh on Electrical Systems, Wiring, and Avionics.

Brian mentioned that the 6 who applied to attend the Air Academy this year were excellent and the committee of 7

(officers and board members) had a difficult time, but in the end decided to fund the 4 candidates who had never attended the Air Academy before. That is Ariana Degen and Connor Sullivan for the Basic Camp, and Evan Bullard and Lukas Kwiatkowski for the Young Eagle Camp. The only reason we could send 4 is because we had 2 generous members donate additional money to our Air Academy Fund: Linda Roddy and Carey Sullivan.

Discussion: if our chapter wanted to do the Chili's Give Back Program this year. The members agreed that we should do it again in 2020 if we can.

A local builder, Stan Albright, reached out to Jana regarding the next project he's starting in March. Brian called him and discussed his idea. He said he'd like to try to get some kind of build group going, especially the youth, but he's open to anyone who'd like to learn more about airplane building. We discussed some ideas, but he just mainly wanted to "toss the idea out there" and see what kind of interest there was and kind of go from there. I told him if bring it up at the next meeting and get back to him. He said that would be great and said he has no problem with me giving out his number if anyone is interested!

Also, discussed was Stan's involvement in the "goings ons" at Cushing Airport and is really open to working with us if we need a place to hold events. He said they'd really like to promote aviation and increase the activity at the airport.

Our chapter was named a Bronze Chapter Recognition Level. Brian put up the bronze recognition banner that the chapter received. If you want to know more about it, read Jana's informational article in the February Newsletter about this award.

Brian briefly reported on his attendance at the February 22nd Chicagoland Leaders Conference in Schaumburg.

Brian asked if the chapter had an interest in having Athletic Outfitters in downtown Morris digitize our logo in their system for about \$100 or so. Opportunity to do business locally (main reason) and be able to place an order at your convenience rather than basically only being able to go through Jana. More options, like bringing in items you want to have the logo put on and more opportunity to get higher quality products. Don't know if will be a slightly higher price for the items. Bill Morrison knows the owner and will ask him.

Brian talked to City Clerk, Carol Adair, about the process / ability for us to advertise Young Eagles and maybe other events (like meetings?) on the new sign. She was very excited to talk to me about it and said I was the first person she knew of, to inquire about it and that they really don't know. She did confirm that the sign is controlled at City Hall, not the airport and that she thinks there will be no problem, especially advertising Young Eagles. She said the next few weeks are bad due to vacations, but she was glad we got the conversation started!

Our chapter needs members to sign up for bringing treats to our monthly meetings. We still need sign ups for our meetings on April 24th, June 26th, August 28th, September 25th, and October 23rd.

Tom Ellis brought up the EAA Eagles Flying Start Program on Saturday, May 16th, which is the program to get adults interested in learning to fly and get a free plane ride. Normally it would start at 9 a.m. in the morning with a short program, then brief presentations by 1 or 2 Flying Schools, and possibly a couple of Pilots to give the group a broad understanding of what is involved. After the program and presentations, each attendee would receive a free airplane ride. Matt Trofimchuck offered his hangar for the program and presentations, as well as flying some of the attendees. Tom mentioned that other airports might be interested in doing this as well, like Cushing or Joliet. If it's successful, we might try doing it in the fall as well – just as we do Young Eagles.

Presentation:

Matt Kwiatkowski's **Trip Report: Drones and Canards in Palau** was a very interesting recap of his business (plus a little personal) trip to Palau. It was very enlightening to our members in attendance.

Treats:

Jacque & Larry Nawojski brought homemade apple slices and chocolate chip cookies, plus water for everyone's enjoyment.



What to Read and Watch

[Link to EAA article](#)

March 18, 2020 By: Hal Bryan

If you are looking for ways to stay engaged and entertained during a stint of self-isolation, here are 10 of my favorite aviation-related books and movies/television shows to consider. They are in no particular order.

Books:

A Gift of Wings, by Richard Bach - A wonderful collection of short stories that remind all of us why we fly in the first place.

Fate is the Hunter, by Ernest K. Gann - Gann's best-known work, a riveting memoir of the early days of commercial aviation. (If you've read this one, check out the lesser-known *Gentlemen of Adventure*.)

Piece of Cake, by Derek Robinson - A brash and unflinching novel that tells the story of a fictional British Royal Air Force squadron in the early days of World War II.

Flight of Passage, by Rinker Buck - A well-crafted memoir built around the story of Rinker and his brother Kern flying a J-3 Cub across the country in the mid-1960s.

The Wright Brothers, by David McCullough - The definitive biography of two of the most important people in aviation history.

Wings of Madness, by Paul Hoffman - This book delves into the life of one of the most colorful, fascinating, and innovative characters from the early days of aviation, Alberto Santos Dumont. When you get away from the "he was first/no he wasn't" arguments, Dumont's story is absolutely captivating.

One Summer: America, 1927, by Bill Bryson - This one isn't exclusively an aviation book, per se, but it spends a lot of time on Lindbergh's famous flight, and, by describing other events of the day, puts his heroic achievement into an extraordinarily rich context that will make you appreciate it all the more.

The Candy Bombers: The Untold Story of the Berlin Airlift and America's Finest Hour, by Andrei Cherny - A deep dive into the events surrounding Lt. Gail "Hal" Halvorson's legendary exploits, dropping candy to German schoolchildren while flying relief missions into the city as it was blockaded by the Soviet Union.

Going Solo, by Roald Dahl - Years before *Matilda* and *Charlie and the Chocolate Factory*, the beloved author was a fighter pilot in the RAF, and this memoir puts you in the cockpit right next to him.

Grey Eagles, by Duane Unkefer - This one is 100 percent in the "guilty pleasure" category. Check your skepticism (and a little of your good taste) at the door and escape into a world where a squadron of fully armed Messerschmitt Bf 109s terrorizes the American Southwest - in 1976.

Movies and Television:

Let's assume that everyone has seen the famous ones a million times and focus on some you might not have come across. Once again, these are presented in no particular order.

X-15 (1961) - Charles Bronson and Mary Tyler Moore tell the story of the hypersonic X-plane, thanks to full cooperation and support from NASA.

Blue Thunder (1984) - Not the movie, the (short-lived) television series. And, no, we don't mean *Airwolf* (though you should watch that, too.) Silly early-1980's escapism, with some incredibly fun flying in every episode.

Les Chevaliers du Ciel (2005) - You can think of this one as sort of French *Top Gun* (the title translates to *The Knights of Heaven*), and it features some of the best aerial cinematography in movie history.

Steve Canyon (1958) - Many remember the comic strip about the square-jawed USAF pilot, but not as many remember the television series, recently and beautifully remastered and loaded with Cold War era aviation footage.

Barnstorming (2009) - This warm and affectionate documentary tells the true story of an unexpected friendship that developed between a farm family and two pilots who literally dropped out of the sky.

Spencer's Pilots (1976) - Another "one-season-wonder", this 1976 adventure series about a couple of guys who work for a California FBO holds up better than it should, thanks to flying by real-world aviation greats like Joe Hughes, Art Scholl, and the legendary Frank Tallman.

A Guy Named Joe (1943) - If you've seen the nouveau classic *Always*, then you know the characters and the story, but this time it's Spencer Tracy instead of Richard Dreyfuss, and P-38s in World War II instead of B-26s fighting fires.

For the Moment (1993) - Russell Crowe stars in this charming sleeper of a film, set in Manitoba during World War II and focusing on the lives of the students and flight instructors of the British Commonwealth Air Training Plan (BCATP).

Ladies Crave Excitement (1935) - Don't let the title embarrass you from seeing the highlight of this golden age classic, when the legendary Johnny Miller loops a Pitcairn Autogiro.

Carnauba: A Son's Memoir (2001) - This documentary about the flight of a replica Sikorsky S-38 flying boat by Sam Johnson is a little tough to track down, but the breathtaking flying makes the hunt worthwhile.

EAA Aviation Webinars Still Teaching and Connecting

March 19, 2020 - From EAA News & Publications

Even as in-person aviation gatherings have become less available this spring, EAA's webinar series begins a second decade of providing aviation information, knowledge, and community to pilots everywhere.

The EAA webinars provide group opportunities on topics ranging from aircraft maintenance and technology to pilot certification and flying clubs. In addition, specific webinars provide guidance to specialized areas such as EAA chapter leaders, aerobatic pilots, and more.

"Ten years ago, we began the EAA series of webinars as a way to share knowledge and information in the EAA tradition of member-to-member interaction, this time through an emerging online resource," said Charlie Becker, EAA's director of chapters, communities, and homebuilt community manager. "The webinar schedule has become a greatly anticipated method of getting expert guidance in a variety of areas, with the ability to ask questions and receive helpful answers."

The webinar series, supported by Aircraft Spruce & Specialty, began in 2010 with a limited schedule of offerings. Since then, the series has grown to include multiple webinars each week. More than 540 webinars have been produced over the past decade, attracting nearly 170,000 people. In the past 12 months alone, a yearly record of 29,000 attendees engaged in the webinar series.

"Aviators have a desire to gather and share information regardless of current conditions or availability of events, as a long tradition of hangar flying has shown," Becker said. "EAA's webinar series continue that opportunity, even when it's difficult to gather in person as a flying community."

The complete schedule of EAA's upcoming webinars, which is regularly updated, is available at [EAA.org/webinars](https://www.eaa.org/webinars). All archived webinars are available to EAA members, with selected webinar archives open for all website visitors.

Bob Kopeika's Ran's Project

Bob (flies an orange RV-12 (he built) out of Lewis) is now building a Rans S-21 Outbound. He was planning on having an open house for everyone to view his project, but it been cancelled/postponed due to COVID-19. Here's his update, anyway: Avionics are mostly complete and I'm working on firewall forward controls and plumbing as of mid-March.



Probable Cause - Pilot's Failure to Maintain Directional Control During the Landing Roll

February 26, 2020 By: Steve Krog, EAA 173799

This Story originally ran in the February 2020 issue of [EAA Sport Aviation](#).

On a recent snowy and blustery afternoon, I entertained myself by scanning the NTSB accident/incident reports covering the past several calendar years and came away wondering how so many of the reported events involved loss of control after landing. Many of the incidents involved tailwheel aircraft, but there were also several tricycle aircraft listed as well. Why do these situations continue to happen?

After some thought, I turned to Wolfgang Langewiesche, author of the book *Stick and Rudder*. Many of you are familiar with this excellent book, and if you are not, I strongly advise that you acquire a copy for your aviation library. He states the following:

More airplanes are wrecked during the landing run than during any other maneuver. Just at the time when the pilot tends to think his worries are all over, the airplane is actually in its most vicious mood. Here is what happens: The airplane swerves a little, say to the left. The pilot, dumb, happy, and relaxed, thinks, "Come on baby, keep straight" and bears down a little on the right rudder. But the swerve fails to stop. On the contrary, it gets sharper. The pilot, now awake, gets busy on his rudder and his brakes, but it is too late; within less than a second, the swerve has become a vicious skid, similar to the type of automobile skid in which the rear end swings clear around. Full right rudder and hard right brake are powerless; on the contrary, the brake seems to make it even worse! And while the airplane thus whips around it also heels over to the right: the left wing rises, the right wing goes down, drags on the ground — and cracks!

And the pilot's face is red — a ground loop!

I've touched on this subject several times over the past year or so, but these incidents continue to occur, so we need to continue addressing the problem. What are the common causes (in some cases, excuses) for these incidents? Reading the pilot reports of the incidents indicates several common factors.

- Wind/weather
- Distractions
- Inexperience
- Lackadaisical attitude

Weather

Changing surface wind conditions are often the reason offered for causing a landing incident. The pilot(s) attempted a landing when, suddenly, it seems the wind just picked up a wing. Rudder and aileron inputs were applied but seemed ineffective. Consequently, the aircraft departed the runway,

damaging a wingtip and possibly a runway light, or worse. Both the airplane and the pilot are repairable. One requires some new aluminum or a bit of fabric while the other needs ego repair. A few more practice crosswind landings, and this incident will not be repeated.

Dealing with crosswind takeoffs and landings continues to be a problem for many pilots. There are three primary reasons contributing to this problem. The first is a lack of proper training. Many new, young instructors may be uncomfortable teaching stiff crosswind landings. This often leads to inadequate teaching of crosswind landings and ends with newly certificated pilots having limited crosswind training.

Lack of maintaining currency and, equally important, proficiency can also lead to situations potentially causing an incident or, even worse, an accident. Many of the pleasure-flying pilots I've come to know don't always practice crosswind landings. They prefer an early morning or evening flight when the winds are calm and the air is smooth. We all like to fly in those conditions, but there are times when we are forced to deal with crosswinds.

An early morning two-hour round-trip flight for breakfast may take three hours. By the time you're headed home, surface winds have picked up, and you must deal with a crosswind landing upon the return. Rather than suffering a serious bout of indigestion thinking about the landing during the return flight, a little previous practice in the traffic pattern working on crosswind landings would have prevented the need for a shot of Pepto-Bismol after landing. Worrying about landing every time you go out for a pleasure flight takes a lot of the pleasure out of a flight. Working on your proficiency a bit more can help make every flight pleasurable.

Distractions

Good, conscientious pilots will get and remain focused on each approach and landing. However, distractions do occur and disrupt that focus. For example, a passenger onboard becomes upset or, worse, ill. Digging through all the cockpit pockets looking for a sick sack while on the approach to land is a distraction. Another is encountering other air traffic while entering the traffic pattern. First, you're looking for the traffic, and then you're frustrated because the other pilot didn't see you and managed to cut directly in front of you while on the downwind leg. Frustration can take over and break your concentration on the approach and landing.

Another distraction is observing an aircraft waiting to take off at a nontowered airport that hasn't yet made a radio call or in any way indicated its immediate intentions. As you continue the final approach, the aircraft taxis into position for departure but then continues to sit on the runway. Go around or continue the approach? That is the immediate question further distracting you from the procedures you need to follow for a safe landing. When do you make the go-around decision? Have you even practiced a go-around in the last year? A few minutes of practice from time to time could save you from an embarrassing future landing incident.

Inexperience

Just because an FAA designated pilot examiner has signed and handed you your private pilot certificate doesn't qualify you as the "ace of the base." It's much like the issuance of your first driver's license, which was a document stating you were safe to occupy space on the road while continuing to learn!

As mentioned earlier in this article, you may have been given less than adequate crosswind landing training. Sure, it was enough to pass the checkride, but the training wasn't enough to go out and immediately attempt a landing in a 45-degree, 20-knot crosswind on your first flight after earning your certificate.

It's vital for your safety and the safety of your future passengers that you know, understand, and appreciate your flight limitations. Until you've completed more flight hours, your personal limitations may be a maximum 20-degree, 10-knot crosswind. However, your comfort and proficiency levels will increase to safely handle more challenging crosswinds with more experience. It's important that pilots understand their limitations and the limitations of the aircraft being flown.

When I bring in new tailwheel instructors, I strongly remind them that they know and understand their own limitations. Some days they may be uncomfortable with the conditions and need to reschedule an instructional flight while more experienced instructors continue to fly. As they gain experience and the flying season progresses, their safety parameters will expand. There is absolutely nothing wrong with saying "No flying today" due to the gusty crosswind. In fact, it's a sign that you know and accept your personal limitations and you're a safe, confident pilot.

Lackadaisical Attitude

Are you content with your pilot skill level? Do you have a "that's good enough to get by" attitude? Good pilots never accept "good enough," but rather maintain a flight schedule to keep their flying skills at a proficient, safe level.

Great pilots not only maintain their flying skills, but also challenge themselves to always get better. This is the attitude that we'd all like to attain, always striving to be a better pilot.

Good pilots will always have a respect for dealing with crosswinds. They will be thinking about the entire approach and crosswind landing as they near the destination airport. After turning onto the final approach and establishing the glide angle, speed, aileron, and rudder inputs, good pilots will already be thinking about the point at which to level off. As the back-pressure is applied, good pilots will be thinking about the flare while maintaining the necessary aileron and rudder inputs. When the flare is entered, good pilots will be thinking about and preparing for the touchdown, while also maintaining the needed control inputs. Once on the ground, good pilots remain focused on rolling out and applying the necessary controls, never taking their eyes off the runway.

After slowing to a comfortable taxi speed, good pilots will continue with control inputs as needed for the surface wind conditions, taxi off the active runway, and only then take care of cockpit duties such as closing the carb heat, shutting down the transponder, and changing radio frequencies if needed.

Good pilots will remain focused and fly the airplane as needed until the prop stops in front of the hangar. Remaining focused and thinking ahead of the airplane will allow you to have many more safe, pleasurable flights with family and friends.

Fly safe and stay focused.

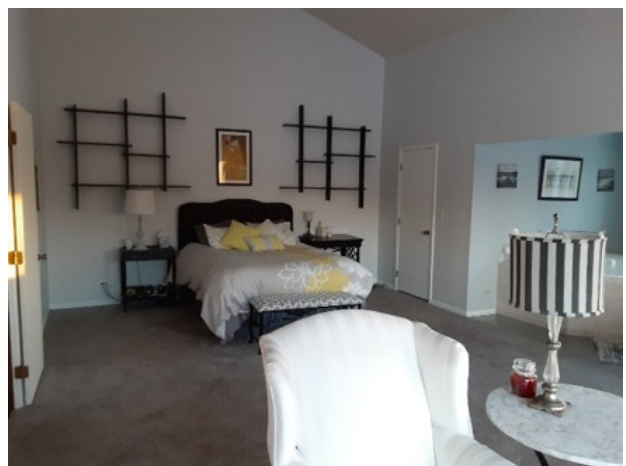
Steve Krog, EAA 173799, has been flying for more than four decades and giving tailwheel instruction for nearly as long. In 2006 he launched Cub Air Flight, a flight-training school using tailwheel aircraft for all primary training.

Executive home available Spring 2020 on 5 acres with access to a grass airstrip on Riley Field

Beautiful modern home with 3 bedrooms, 3.5 bathrooms and stunning views of the countryside. Large open gourmet kitchen with stainless steel appliances and granite counter extended for seating. Dining room and 4 season sunroom. Large Great room with wood burning fireplace and 20-foot ceilings. Master suite has vaulted ceilings, walk in closet, sitting area and jacuzzi tub. Recently updated master bathroom with heated tile floor. 2 large size bedrooms and full bath. 3rd full bathroom next to laundry/mudroom. 2 car garage with a circular drive and waterfall.

Home can be rented furnished, semi-furnished or empty, your choice.

\$3,300 a month (includes utilities). Deposit \$5000 if furnished, \$3000 if unfurnished. 1 dog allowed with \$500 nonrefundable pet deposit. Minimum 1-year lease. \$40 application fee. \$500 earnest deposit. Please contact Kelly Miller at 779-225-8442 or email aeroridgeroad@gmail.com for more information and to set up an appointment to see this amazing home in the country.



2020 Chapter 95 Calendar of Events

Here is the current calendar of events. The Board of Directors should be meeting soon to add more items, so continue to keep checking the calendar each month. This should be a good start to put in your calendar and plan for. If you have any ideas for events, please contact Brian DePung or any of the officers or board members.

April

24 - Chapter Meeting 7:30pm, Mark & Judy Kenney treats

May

16 - Learn To Fly Day, Morris Airport 9am

22 - Chapter Meeting 7:30pm, Matt Kwiatkowski treats

June

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

20 - Ruffatto Fly-in/Drive-in @ Riley Field

26 - Chapter Meeting 7:30pm

July

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

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

20-26 - Airventure 2020 @ Oshkosh

August

28 - Chapter Meeting 7:30 pm,

September

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

19 - Bruce & Cindy Limbach Annual Pig Roast

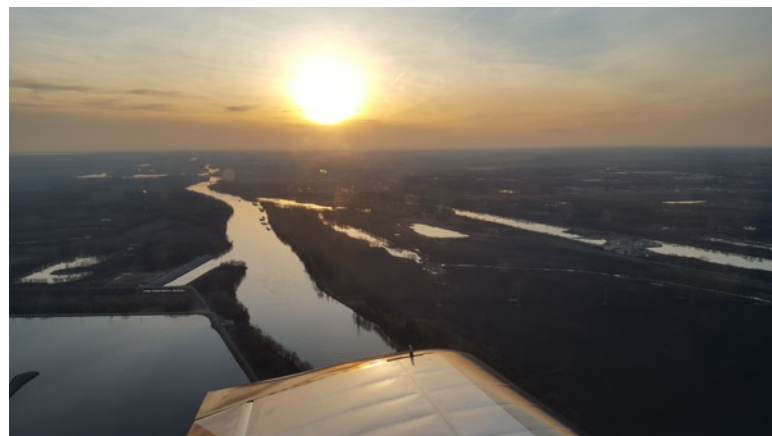
25 - Chapter Meeting 7:30 pm, Mark & Judy Kenney treats

October

23 - Chapter Meeting 7:30 pm,

November

20 - Potluck and Chapter Meeting 6:30 pm



Enjoying the sunset March 17 while "social distancing"

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**NEXT MEETING: Friday, April 24, 2020 at 7:30pm
(TENTATIVE)**

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

Look forward to seeing everyone there!!!!

Visit our website at <http://95.eachapter.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.