

## Congratulations - New Airplane Owners!!

### Carl Giudici & Brian DePung

For those of you unaware, both Carl and Brian have been thinking about airplane ownership and thinking about it and thinking about it. Even looking at a few airplanes, but just could never pull the trigger. Well, as Carl said on Facebook - "After years of talking about it, working my a\$\$ off and saving up, I finally pulled the trigger today. I'm officially an airplane owner!"

Both Carl and Brian were consistent renters at Blue Sky Aero, especially the C-172 and "Patches" the Citabria. We are all very happy they finally gave in and bought into a Kitfox partnership. Congratulations and have fun flying!!



### Impromptu fly-out to Rochelle for dinner

On a Thursday night the end of June when restaurants started opening back up, 9 airplanes flew into Rochelle for dinner. It was awesome to see the ramp full of airplanes and all of them were with our group! We sat outside and enjoyed a beautiful evening and sunset flight home. On the way home, 5 airplanes did a slight detour and did a formation flyover for some farmer friends.





## President's Corner...

Greetings Chapter 95 family and friends!

It's Sunday evening, July 19<sup>th</sup>. Tonight was supposed to be the chapter's annual Oshkosh kickoff dinner at Wendt's On the Lake! The start of a week that so many of us count on and plan our summers around. Instead of the excitement of how to juggle fitting in all the things to see and do this week, I'm sitting here dreading all the things I have at work and home this week. I know I'll be watching the Oshkosh weather, hoping it's not good, as if that might somehow ease the pain. The strangeness of this year really sinks in at moments like this! Looking ahead, hopefully

we'll get a board meeting setup in the next couple of weeks to discuss upcoming events like the September Young Eagles Rally, the Learn to Fly Day and where we can maybe start holding meetings again. We also need to get a group together to look into the feasibility of, and hopefully start planning for, the holiday dinner in January.

In the meantime, I hope everyone is doing well! Enjoying the strange summer, as best they can! I'm hopeful for some kind of return to normal, soon, but with questions already looming about events in 2021, I'm also aware it may be awhile. Enjoy this alternative to Oshkosh week in whatever ways you can! For what it's worth, EAA is holding some kind of virtual events that might be worth looking into. Oh, by the way, did you hear I'm now an aircraft owner!?! More on that later... Until then, stay safe and healthy!

Brian

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## Flying into your wedding!

Who gets to fly their daughter into their wedding ceremony? Mark Molle, that's who! Mark's daughter, Cortney, was getting married at Mark and Shelly's house, which happens to be on an airstrip and she wanted to be flown into her wedding. Where there's a will, there's a way and Cortney was able to get into the RV-8, wedding dress and all, and father and daughter were able to make a grand entrance! At the end of the ceremony, Matt Trofimchuck, Jana Trofimchuck, and Mark Kenney were able to provide a flyover too!



## Building a Rudder at the Rans Factory

By: Tony Madonia

On June 18, John Ricchio and I flew the 182RG from Morris to Hays, Kansas, to visit the Rans factory and participate in their rudder build. The rudder build reminded me of when my oldest son was 3 years old and we paid \$5 for him to rent hockey equipment and get out onto the ice. That was the most expensive \$5 I have ever spent. I have a feeling the Rans experience will compete for that title!

The flight to Hays was uneventful. We had a 10 knot headwind, so the 523nm flight took exactly 4 hours. We burned 50 gallons of fuel, so Doug Harford's estimate of 12.5 gph for a long flight was right on. Winds at Hays were 21 knots, gusting to 27, when we arrived. Fortunately, it was almost straight down the runway, but the landing was still an adventure. There was someone waiting to marshall us to parking, who commented that the winds are always like this at Hays. Wow.

We met one of Hays' 2 Uber drivers, Jennie, who became our chauffer for the visit. Nice lady. Retired nurse, lifelong Hays resident. She was a great source of local knowledge. Thursday night dinner was walking thru the Wendys drive-thru. A local was nice enough to pull her car up to the sensor so that we could order, and several people gave us strange stares as we walked to the payment and pickup window. We sat at the outdoor tables there, where someone rolled down their window and asked us if we needed a ride anywhere. I explained that we were staying across the street at the Comfort Inn, then visiting the Rans factory in the morning. I was pleasantly surprised at how friendly everyone was. I'm from Chicago. I'm happy if there is nobody shooting at me!

Friday morning, Jennie was right on time to drive us to the factory, and nice enough to detour thru the McDonalds drive-thru for a cup of real coffee. We were really early, got to the factory at 9:15, hoping to get a demonstration ride. The weather had other plans, there would be no rides today. Instead, we met with Michelle (Shelly) Miller-Schlitter, Randy's wife. She explained to us that there were 4 other people on their way to build a rudder, but let us walk around the factory. First we saw the assembly side, where they build planes to order. Picture a bunch of engineers running around, that was what we saw. Then we went to the parts manufacturing side, where we saw cutting machines twice the size of billiard tables, precisely cutting and drilling giant sheets of aluminum. Talked to 10 or 12 of the team members, nice people.

Around 11:00, Shelly announced that one of our fellow EAA95ers posted on the Rans website "Tell Tony in today's rudder build class to just buy the whole kit already. I will help build it." You can guess who that was. We all got a laugh out of it.

We then met Randy, the owner. If nobody had told me who he was, I would have guessed that he was someone who sat at the beach all day and painted seascapes. Fascinating guy. Started Rans building bicycles, then moved on to aircraft. We went out for lunch together, along with the other rudder builders, and Randy gave us the history on Rans. He's a person who is easily distracted – he mentioned several "projects" laying around the factory, knowing full well that most of them won't ever be completed. He just loves to tinker, and has the space, raw materials, and equipment to do just that. Many a new idea or building technique came from Randy's far flung ideas. Also, that was the first time I had eaten in a restaurant since March 20. Completely different experience.

Back to the factory for the rudder build. Our instructor was Eddie Gil, great guy who explained the process in terms so simple that even I understood them. We first went thru the drawing and parts list, then took one step at a time. I used a riveter for the first time, and John and I completed the rudder in about 4 hours. Eddie explained that the whole airplane is built with those techniques, just more metal and rivets. It really was a lot of fun.

As I glanced at ForeFlight all day, keeping an eye on weather for the flight home, I was optimistic about our chances to launch by 4:00 pm and land at C09 by 8:00 pm. We got a ride to the airport from the Rans engine installer, who told us of his plans to go catfishing over the weekend. As we approached the airport, the weather updated and it did not look so good. We diverted back to the Comfort Inn for another night's stay. Dinner on Friday was fancy – Applebee's.

Saturday morning, the weather looked so-so, but was forecast to remain the same, then deteriorate at the end of the day. We launched at 9:45 am, this time with a 10 knot tailwind, but still took over 4 hours to get back. The whole route was low, and we flew around a couple of large weather systems. Flight following was helpful. I would have filed IFR, but the GPS has been temperamental lately, and this was not the time to troubleshoot. We landed at Morris with plenty of fuel to spare.

My takeaways from the rudder build are that the diagrams and parts lists are well laid out and seem easy to follow. Granted, I have never tried to build a kitplane before, but I felt like I could do that. Also, you need a LOT of room for a build area. The kit comes in 2 shipments, the fuselage section and a 12 x 4 x 3 foot container with everything else in it. With the room to inventory parts and spread things out, my guess is that a large 3 car garage would be tight. The wheels are turning on where I could actually build such a kit . . . .

Rans advertises a build time of 500 hours for the S-21 Outbound. Given my lack of experience, I would probably need twice that, or more. That's a lot of time that would have to come from somewhere. Wheels are turning on how to do that also.

If you have a chance, I highly recommend visiting the Rans factory, and also going thru the rudder build. You will meet several people who become great resources if you decide to build one.



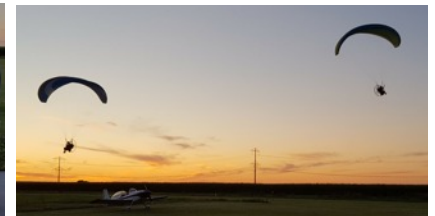
## Mike & Eryn Ruffatto Fly-in/Drive-in

On June 27th, a week later than originally planned, Mike and Eryn Ruffatto hosted a fly-in/drive-in at their house on Riley field. It was a beautiful day and a lot of EAA Chapter 95 members and friends showed up. It was great to see everyone since we haven't had a chapter event since our February meeting! Thanks to Mike and Eryn for a great party!!



## Matt & Jana Trofimchuck's Annual Ice-Cream Social

This year Bruce and Cindy Limbach graciously offered their hangar/airport for us to host the annual ice-cream social. We had a great turnout, with over 50 people showing up.



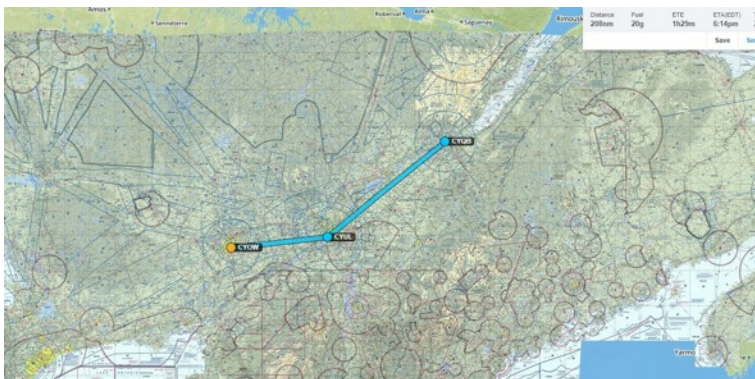
# More Wonderful World of Doug Harford Flying Stories

Continued from last month's newsletter

## From Doug Harford's Facebook Page:

### Story 5:

Still in 1995 we are leaving Ottawa today for a few days in Quebec on our way up the St Lawrence Sea Way. I had done my homework on language when flying and knew it was supposed to be all in English if that is what I needed. We were flying into the Main airport in Montréal, so I was nervous. What I did not understand at this point in how much I depended on pilots ahead of me in line to understand what is going to happen next! The controllers and pilots are all speaking French! When they want to talk to me, they spoke in perfect English. This was not a big issue because I had prepared well, but something I never forgot. The next two days we enjoyed Montreal (the Worlds Fair had been there a few years earlier) and moved on to Quebec City.



Quebec City is one of the oldest settlements in North America and quite stunning with the cliffs and forts. Old elevators that lifted you up the cliffs to get around the city. Deb's Grandfather was French Canadian, so it is more meaningful to her. I was ready to go after two days and not much flying. Tomorrow we leave for The Maritimes.

### Story 6: Quebec to Home

Last week my computer died and thanks to Chris I am back on line! Son in law Greg has also been here all week helping fix broken stuff. A shout out to both for how good I feel today with everything working.

Last week it was 1995 and we were enjoying Quebec City, Quebec after a short flight up the St Lawrence. This morning we left to fly up the St Lawrence until we realized it all looked the same and lots of trees with few roads, so we turned toward Muncton, NB in route to Charlottetown, Prince Edward Island



where Ann of Green Gables was written and lots of potatoes are grown.

Lots of trees in the North and we are heading to Muncton, NB when I hear the Charlottetown Pilots getting handed off to a frequency not on my US Chart. This is a good time to talk about Canadian vs US ATC Systems. In the US our system is more "litigious" for lack of a better word. If you don't know something, they won't suggest alternatives. "Special VFR" comes to mind. If you are coming into an airport that is IFR, but you are comfortable with the minimums you can request a special VRF to land. The US System will not offer, you have to ask for the Special VFR. In Canada I find them much less formal, probably because there is less traffic. So, I hear this strange frequency and ask the Center Controller what it is and get a 20-minute explanation of how US Charts and Canadian Charts are different. In Canada if there is a Flight Service Station on field it operates as a control tower, but US Charts don't indicate that and I would have used the Unicom Frequency which they monitor and it would be fine. My point on the difference is how helpful Canadian Flight Service is and how nice to have them help you navigate a new system. That controller went so far as to give me a name at Charlottetown and that guy would give me a book of frequencies and an explanation of how things work. I love it!

Landing Charlottetown: beautiful approach over the Gulf of St. Lawrence and all I could think about are the Midwest Fliers Stories about landing over water on approach. All went fine!

In Charlottetown for a few days with the Kids. Potato Farmers and Irish Cod fisherman. Loved the Irish Music and PEI Mussels. Wow are PEI Mussels better here fresh with a cold beer listening to an Irish Band. Our next trip the next year was right back to this area. Did I say how much we liked it?! I will leave some detail for trip number two to Nova Scotia.

Heading home from Charlottetown we flew to Bangor Maine for US Customs and stopped in Burlington Vermont for a night. I have to mention Burlington Vermont as a destination. It is Beautiful! A playground for the rich and famous. Three engine jets lined the ramp and they parked us right there with them, rolled out an actual red carpet, and serviced our little plane just like it was big! We always intended to go back here and never made it. (Continued next month...)

# Mark & Shelly Molle - Airstrip Home For Sale

<https://www.remax.com/il/dwight/home-details/31521-e-2800-north-rd-dwight-il-60420/4843044810996723712>

## FOR SALE

### \$475,000

31521 E 2800 North Rd  
Dwight IL 60420  
Listing ID 10686046



ATTENTION AVIATION ENTHUSIASTS....Don,t miss out on owning this county retreat with your own private landing strip in your backyard!!!! Also your own 72x48 private hanger/out building. Hanger is fully finished and is heated. All brick ranch offers 3 bed rooms, office and 2 1/2 baths. Covered patio on front and back of house with brick pavers. Enjoy cooking in this open kitchen with a huge island with granite counters, bar stools and double oven. Living room offers vaulted ceilings, wood burning fireplace and skylights for natural light. All bedrooms have brand new carpet. Master has walk in closet and private bath. Master bath offers dual sinks, shower and separate Jacuzzi tub. Full basement has plenty of room to make into so much more living space. Roughed in for a bath. Pool table and bar stays..land is 5.28 acres of which 2.78 acres is your land and 2.5 acres is part of the shared landing strip (you still own all the land). Def one of a kind. Don,t miss out make your appointments today!!!!



**3**  
BEDS



**3**  
BATHS



**2,483**  
SQ. FT.

Presented by **AARON J TIDMORE**



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## 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.

### August

28 - Chapter Meeting 7:30 pm,

### September

5 - Learn To Fly Day, Morris Airport 9am

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

19 - Bruce & Cindy Limbach Annual Pig Roast

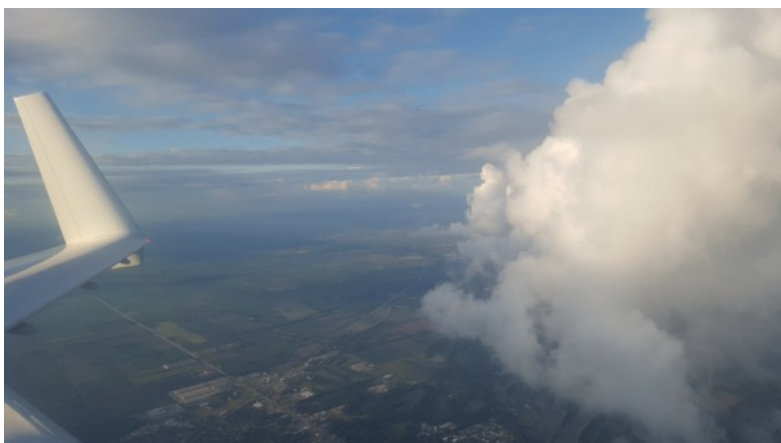
25 - Chapter Meeting 7:30 pm, Mark & Judy Kenney treats

### October

23 - Chapter Meeting 7:30 pm,

### November

20 - Potluck and Chapter Meeting 6:30 pm



Ron Needham enjoying a beautiful evening flight!



John Musgrave flying home from Curanda - smooth, clear evening, able to see downtown Chicago.

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**NEXT MEETING: TBD**

**Location: TBD**

**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.