



## With Deepest Sympathy

We were all saddened to hear of the death of Chapter 95 member, Brad Brady, 58, of rural Dwight, IL on January 26, 2016.

Brad and his wife, Janet, lived at Aero Acres, the private airstrip in Dwight where Mark and Shelly Molle also live.

Our thoughts and prayers and deepest sympathy go out to Janet and all of Brad's family.

Here is Brad's obituary:

Brad Mark Brady, age 58, of rural Dwight, went to meet our Lord on Tuesday evening, January 26, 2016, due to a heart attack.

Brad was born on April 28, 1957 at Pontiac, son of Charles and Rogene (Carlson) Brady.

Brad married Janet Kinkade of Fairbury, on October 10, 1981, she survives. He was the father of Benjamin (Brittany) Brady, Dwight; Kendel Brady, Bangkok, Thailand; Patrick (Amanda Tarascio) Brady, Wilmington; Christopher Brady, Dwight and the very proud grandfather of Aria "Monkey" Brady.

Brad was oldest brother to Brenda (Michael) Shaughnessy, Pontiac; Brent Brady, Springfield; Brenene Brady, Dwight; Brenitta Brady (Bob Schneider), Montana and Bridgett, who died in infancy. He was the beloved uncle of Ryan Shaughnessy, Erin Miller, Kevin Shaughnessy, Jacob and Ethan Brady, Ahnamarie Herbst, Lisa Kennedy and Stephanie Asher, and brother-in-law to Bev and Bob Pierce.

Brad attended Dwight schools, graduation DTHS in 1975. He farmed for several years, but flying was his passion. He was a private/commercial pilot and flight and instrument instructor, but he was best known and revered as an airplane mechanic and inspector. Brad was a member of the Cessna 170 Association; EAA (Experimental Aircraft Association) and Cross & Cockade. Brad was a board member of Pontiac Mutual Insurance Company and Round Grove Township. He was a parishioner of Sacred Heart Campus/St. Patrick's Dwight, teaching CCD for many years. His Catholic faith was very important to him, and he leave behind the gift of life, as Brad was an organ and tissue donor.

## Chapter 95 Fundraiser



## EAT AT CHILI'S

Please join us for the **EASIEST** fundraiser ever! All you have to do is go out to eat a couple times between March 1, 2016 and June 1, 2016.

This is the same fundraiser we have done for the last few years. Mark was able to get it set up like last year where this is valid at the Chili's Restaurant in Morris, Oswego, North Plainfield, New Lenox, and Shorewood.

Just print out the document attached with the newsletter and present one of the vouchers every time you eat at one of the participating Chili's Restaurants. You will not receive a discount, but our EAA Chapter 95 will receive 15% of your purchase.

You do not have to be a chapter 95 member to use the voucher and you can print out or copy as many vouchers as you want. (you are not limited to the 4 on the page) So, pass them out to family and friends and anyone you know that eats at Chili's and encourage everyone to use these vouchers.

I know most of us eat out at least once in awhile, so unless you just hate Chili's, please try to eat there at least a few times in the next 3 months and use one of the attached vouchers. I challenge each of you AT A MINIMUM to use at least the 4 on the page. (and then print out more) If you haven't eaten at chili's in awhile, they have added some items to the menu, so go check it out.

## From The President ...



**H**i all, well we made it through winter as I am grateful this one was pretty mild. Here we are in late February and forecast for 60 degree high as you have got to get out and enjoy this weather.

I am looking forward to seeing most of you on Saturday 20<sup>th</sup> at Foxes Pub for a family dinner night and Sunday 21<sup>st</sup> Poplar Grove is hosting a ski plane fly in / guess wheels will be required this year? March 5<sup>th</sup> is Hops and Props at the museum on Oshkosh which is always a fun time for all who make the trip.

The Face Book group has been very active as many Aviation challenge have been posting where folks post airplane pictures for five days in a row and challenge someone else to do the same each of the days. This creates a great deal of activity and many pictures to enjoy. Any of you who are on Face Book send me a friend request and I will gladly add you to the group.

I have arranged the fund raiser with Chili's again this year. Our campaign will run from March 1 to June 1, so print the coupons in this news letter and give them out to anyone who is willing to use them. The chapter will get a check for 15% of all money spent as they call it their give back program.

A special thank you to Shelly / Tire Tracks, Parent Petroleum & Phillips 66 ~ Mark Perle Jewelers ~ Glen Vokac for donating the awesome door prizes for our holiday dinner this year. Please patronize those businesses whenever possible as they are clearly stepping forward to support chapter 95.

Signing off now until next month;

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

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## Reminder: 2016 Membership Dues

Please remember to pay Jacque Nawojski your 2016 membership dues. Dues are \$25.00 for the year.

If you haven't paid your 2016 dues, please try to see Jacque at the February meeting or send her a check (payable to EAA Chapter 95) to Jacque Nawojski, 1603 Devonshire Ln, Shorewood, IL 60404.

## 2016 Chapter 95 Calendar of Events

Here is the current calendar of events. Some things may change, so continue to keep checking the calendar, but this should be a good start to put in your calendar and plan for. If you have any other ideas, please contact Mark Molle.

### February

26- Chapter Meeting 7:30pm, Larry & Jacque Nawojski treats

### March

05 - Hops-N-Props trip to Oshkosh, WI  
18 - Chapter Meeting 7:30pm, John & Rita Saribekian treats

### April

09 - Family Dinner Night - Location TBD  
22 - Chapter Meeting 7:30pm, Dave & Kelly Miller

### May

14- Chapter Board Meeting  
20 - Chapter Meeting 7:30pm, Mark & Judy Kenney treats

### June

11 - Young Eagles, Morris Airport 8am-3pm  
12 - Young Eagles Rain date  
24 - Chapter Meeting 7:30pm, Mark & Shelly Molle treats  
25 - Mark & Shelly Molle IL51 Fly-in/Drive-in

### July

15 - Matt and Jana Trofimchuck Ice-Cream Social @ Morris Airport  
24 - Oshkosh Family Dinner Night @ Wendt's on the Lake  
25 - 31 - Airventure 2015 @ Oshkosh

### August

20 - Board Meeting  
20 - Riley Field Fly-in (Hosted by Dave Miller and Mark Perle)  
26 - Chapter Meeting 7:30 pm, Ron & Kathy Needham

### September

03 - Open House  
10 - Young Eagles, Morris Airport 8am-3pm  
11 - Young Eagles Rain date  
17 - Bruce & Cindy Limbach Annual Pig Roast  
23 - Chapter Meeting 7:30 pm, Al & Linda Franowsky treats

### October

01/02 - Red Bull Air Races - Indianapolis, IN  
28 - Chapter Meeting 7:30 pm, Bill & Mary Jo Shain treats

### November

18 - Potluck and Chapter Meeting 7:30 pm

### December

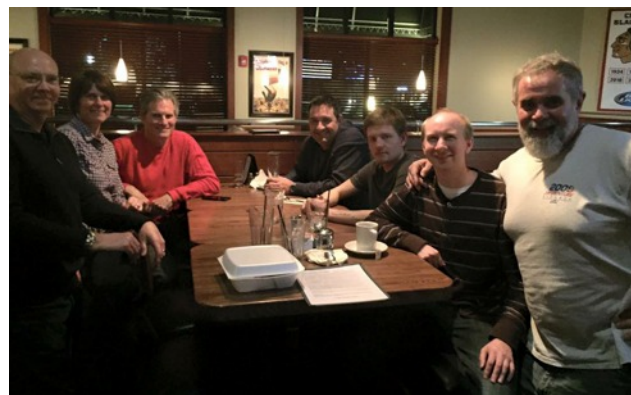
10 - Ugly Christmas Sweater Party - Pizza party/Movie night



## Family Dinner Night @ Fox's Restaurant & Pub

On Saturday, February 20th, we had a Chapter Family Dinner Night at Fox's Restaurant and Pub in Plainfield. This is the second time we've had a Family Dinner Night there and it's worked out great! We had 39+ members and their families show up for a great evening of food and conversation.

If anyone has ideas of other restaurants that can accommodate 40-45 people, please let Mark know.



## Youth Protection Program - PLEASE READ!

In the January Newsletter - From The President, Mark Molle discussed the new Youth Protection Program that EAA has enacted. All of us that have direct contact with kids (Young Eagles Volunteers, etc) need to comply with the policy by May 1, 2016.

**If you have 10-15 minutes, stop what you are doing, and please take this training.** It is very simple and straightforward! As I mentioned last month, it took me exactly 12 minutes, including logging in. I believe quite a few people have completed the training already - thanks to those who have done this already.

The process is simple: Go to [www.eaa.org](http://www.eaa.org) and sign in to your account. Once logged in, click on "My Account" at the top of the page. Scroll down and click on "Go to Training" at the bottom left of the page. Click on "Go To Course" to complete the Youth Protection Training and Background Check.

We want to keep track of everyone who has completed this so we aren't scrambling right before Young Eagles Day. **Once you have completed your training, can you please send Jacque a copy of your certificate.** You can forward the e-mail you will get from EAA to Jacque at [jen.norton1943@sbcglobal.net](mailto:jen.norton1943@sbcglobal.net)

**We greatly appreciate your help and support to help us stay on top of this!** If you have any questions, please contact Mark Molle or Jacque Nawojski.



## First Tailwheel Lesson @ Blue Sky Aero

By: Ray Moeller

I brought the new year in by getting out and starting on my tailwheel endorsement. I booked some time with Nick Scholtes who instructs in a Citabria out of Blue Sky Aero located at Morris. Nick also has a Pitts S-2B which I will be working with him in once Spring rolls around, so that I can get used to the way a high-performance biplane handles before I attempt the maiden flight on the Skybolt, which I am hoping will happen later this summer. But I digress..

The morning of my first lesson dawned with a 2,000-2,500 foot ceiling and a 20-25 knot wind straight out of the West.. and man was it a cold one! However, the engine was plugged in and fired right up, and it didn't take long to start getting some heat as I got my first experience taxiing a tailwheel airplane upwind, downwind, and cross-wind. I quickly learned there's no room for distraction when the wind is doing its best to swing that tail around. With 25 right across the runway, Nick did the first takeoff with me following through, and after we got the tail up, he pulled off some of the power and demonstrated some high-speed wheel taxiing on both mains, and then just the upwind main (now that was something that I never experienced!) then it was back to full power and into the wild-grey.

First exercise was learning to do a coordinated turn strictly by reference to what horizon we had and watching the way the nose sweeps across the horizon. Somewhere along the line, the Cessnas and Pipers that I've always flown have bs'ed me into thinking I was pretty good at making coordinated turns with ease. Not so much in the Citabria.. it was quite humbling. After a period involving plenty of skidding and slipping through turns, we set out to find the little private grass strip where we were going to take on fuel. Now, I've landed on grass plenty of times over the years, but never have I landed on grass that was covered with a couple inches of snow!

Fortunately, the little strip was aligned right into the wind, so Nick told me this landing was going to be all mine. Once abeam the "numbers" power was chopped, and the coaching began on a slipping Left turn to bleed altitude and come into alignment. A little playing with the power and into the flare, hold that nose in the three point attitude.. and plop.. onto the

snow-covered grass we settled. If I had thought that taxiing in a strong wind was interesting on pavement, it wasn't anything like learning to turn that little plane around on snow and ice covered narrow runway! But I did, and we got our fuel, and I even got to shoot a couple more takeoffs and landings into that little strip in addition to being introduced to dutch rolls before it was time to head back to Morris and call it a day.

I've had some fun flight instruction over the years, but I have to admit that first hour in that old Citabria ranks right up at the top of anything I've done to date. And little did I know that I was going to get a little introduction into what "bush flying" must be like... And I like it!

*Reprinted with permission from EAA Chapter 15 (Lewis Airport) newsletter, by Ray Moeller.*



## My Life of Flying - Part 9

By: Char Curtis

**Editors Note:** Char Curtis is a long time EAA Chapter 95 member and the mother of members Matt and Mark Trofimchuck and mother-in-law of Jana Trofimchuck. She has been flying since 1952 and has a lot of aviation stories. Her family has been telling her she should write her stories down, so she finally did. We will be publishing them as a series in each month's newsletters.

I was taking a lesson for my instrument license. My instructor was working me hard. We had been flying for three hours. We made approaches to a few airports. We were in Rockford, I copied my Clearance, then I made a good approach. Then I got so tired. It was so bad, I couldn't think anymore. I couldn't even remember how to intercept a radial, so my instructor said, "Let's go home". We contacted center and got a clearance back home. We were flying in and out of clouds. Then all of a sudden center said there is another plane heading right for you, but he didn't know the altitude. My instructor took over the controls because I was under the hood. We watched and waited. All of a sudden my instructor pulled back on the yoke as hard as he could and a plane went underneath us. A little more and we wouldn't be here. The rest of the trip was uneventful.

I was in the back seat of our 172 as Nick wanted me to observe instrument flying while he instructed another student. We were approaching the VOR and were cleared to the VOR. All of a sudden, Center cleared another plane to the VOR. I was just going to tap Nick on the shoulder and tell him, but he heard and pulled power and dropped down. We never did see that airplane and I just quit instrument flying. Something or somebody was trying to tell me something. I am not going to be an instrument pilot.

I had a student named Bernie. Everytime she started to come in for a landing, she screamed all the way down. After a while she got used to it and stopped screaming.

One day she was ready to go for her license. The weather wasn't very good, so I decided to go with her. She owned a Citabria, which is a taildragger airplane, instead of a nose wheel airplane. We took off and followed I-80 west until we got to a road that led to Streator. We turned south to Streator and then we picked up the railroad tracks that went to Peoria. We followed them until we got to the airport. We landed and we had to fill out papers. One paper I forgot to sign, so it was a good thing I was there. She went up with the inspector and finally they returned. She said if she could land this plane in this weather, she deserves her license. She made one landing. One the way home we hit some real bad turbulence and she wanted to go back to Peoria. I told her we were almost home, we are not going back. She made a good landing on the west runway. We were both glad to get on the ground.



One day my husband told me, "I have to fly a patient up to Mayo Clinic in Minnesota." He said the woman's husband did not want a woman pilot, so he talked him into it. We took off with his wife on a stretcher in the back of the plane. They took the seats out so the stretcher could fit.

We took off and I was talking to him, but he was not talking to me. It started to get bumpy, so I told him I was going to climb to try to get some smoother air. I did and found nice smooth air. Then it got a little cool in the cabin, so I told him I was going to put on some heat so his wife wouldn't be cold. We finally got to Rochester, MN. We landed. I didn't know I was supposed to tell the tower I had a patient on board and to call an ambulance, so we had to wait for the ambulance. The guys were going to fuel the airplane and I told them, no, not until the patient is gone. Once the ambulance came and took her out of the plane, they fueled the plane. In the meantime, the guy asked the men at the airport about me. They told him if I can fly and airplane like that, a Cessna 207 (a seven seat airplane) and make a good landing, I was a good pilot. He came over and apologized to me. I was happy he did.

### Sept 20, 2012

It was 60 years ago today that I soloed. My children and grandchildren took me out to eat. We had 14 people there. After we ate, we went out to the airport, but it was too windy and a 90% crosswind. After we hung around for a while, the wind died down. Matt said, "Do you want to go up?" Silly questions! He said, "It will be short because it is getting dark." So we took off and he let me fly. We were up about 10 minutes and then we had to come down.

One of the best days of my life! I didn't think I would live to see 60 years since solo or be flying with my youngest son in his and his wife's airplane that they built together.

At our EAA dinner, I received a certificate for 60 years since solo. Some people say flying is 99% sheer boredom and 1% sheer terror. But it is very enjoyable. It is a different world up there. I call it my world and my home. With 62 years of flying, a very good life, everything I wanted in life was to get married and have kids and to fly. I did it all in my life!

*Editor's note: This concludes the Char Curtis "My Life of Flying" stories. If you have enjoyed this and have some stories you would like to contribute, that would be wonderful!*

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**NEXT MEETING: Friday, Feb 26, 2016 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.