

Beautiful Weather, Beautiful Airplanes, Awesome People Fabulous Food, Fabulous Fun

As always Bruce and Cindy Limbach know how to host a fabulous party! The 17th Annual Pig Roast was amazing, with a record number of airplanes flying in. We think there were at least 40-41 airplanes that flew in. The weather was absolutely PERFECT - ideal temperature, blue skies, light winds. Thanks to Bruce and Cindy - this was a get together we all needed and enjoyed!





President's Corner...

Greetings Chapter 95 family and friends!

It was nice actually getting to see some of you in person this past month at the August meeting, the one time I was at the airport and especially this weekend at Bruce and Cindy's pig roast! Nearly perfect weather and a great turnout for the pig roast! A bit of

normal in an otherwise very abnormal year! Summer sure did slip away fast! Proof that time flies even when you're not having fun (especially the last week of July)! I mostly prefer the heat and the longer days, but autumn and even winter have good reasons to look forward to, so I'm not giving up hope for some bright spots remaining! But, because there's so little going on with the chapter, there's not really much to talk about, so I'm going to keep it short this month. Stay tuned for updates about meetings and the unlikely possibility of having our annual Holiday dinner this January. Who knows what this fall will bring, so we'll try to let you know as we know! Stay safe and healthy!

Brian



Chapter 95 Meeting Minutes - August 28, 2010

An informal chapter meeting was held at Mike and Eryn Ruffatto's house.

We all lamented the fact that the balance of the summer's Chapter activities are canceled, including Young Eagles, the Young Eagles Workshop, and the EAA Learn to Fly Day, which were all in our newsletters. We hold out hope for a holiday party some time in January or February, but we all feel that it's too early to try to schedule something.

Dave Miller brought the wings of his 1930 Waco project over. One wing was covered, the other wing not covered yet, so we all got to see the intricate wing spars and rigging that are now 90 years old. Dave clearly has a passion, and a lot of patience, to take on a project like this. Thank you, Dave, please keep us all updated!

Treasurer's Report - Jacque Nawojski

Income: \$375.00
Expenses: \$156.32
Young Eagles Fund: \$6,154.75
Available Funds: \$4,048.15

Note: \$3,865.00 of the Young Eagles Fund is committed to the 2021 Air Academy for the 4 sponsored attendees.

Finally, we all enjoyed the delicious treats Matt & Kristine Kwiatkowski brought while we all socialized. It really was nice to see all 21 members who were able to make it.

NO September Chapter Meeting

Brian DePung will be out of town on Friday and also wasn't sure where to have a meeting, so he decided to cancel the September meeting.



CONGRATULATIONS!

Tim Cook - Seaplane Rating

Tim Cook just completed his Seaplane Rating. Tim has accomplished a lot in the last 9 months - becoming a helicopter pilot and getting his seaplane rating. Congratulations!



THE DECATHLON CELEBRATES ITS 50TH ANNIVERSARY

How the Decathlon Got It's Name

(From July 2020, Sport Aerobatics Magazine)

When the Decathlon was certified in late 1970, IAC President Emeritus Doug McConnell had the pleasure of performing the final stages of the flight test and creating the marketing launch plans. The aircraft was nameless at that point, so Doug started brainstorming a name that would imply readiness for competition. His thoughts turned him toward the Olympic Games, which are synonymous with competition. Initially he considered the Olympian, but Champion Aircraft had already used "Olympia:" for its 1961 7KC aircraft. Continuing with the Olympic theme, Doug landed on Decathlon because it is the most demanding event at the summer Olympics.

Once the name was selected, Doug tackled the marketing plans in his role as Champion's marketing and sales vice president. His idea for the introductory color scheme of red, white, and blues was confirmed. To introduce the aerobatic community to the new plane, Doug hired a little-known but promising (and very young) pilot by the name of Gene Soucy. Some of you may have heard of him. He was featured in early advertising for the Decathlon and gained lots of early exposure.

"It's no coincidence that the International Aerobatic Club and the Decathlon are both celebrating their 50th anniversaries this year," Doug said. "They both took a wing at a time [1970] when interest in aerobatic flight was sweeping the country. The IAC provided the organizational structure while the Decathlon offered an outstanding and economical factory-produced aerobatic mount for both training and personal fun - and they've fit nicely together ever since!"

A Few Facts

The Decathlon was certified in late 1970, and Champion Aircraft Co. produced a handful of the aircraft. By 1972, Bellanca Aircraft Corp. had produced the 8KCAB and would go on to produce 600 of them over the next nine years.

American Champion Aircraft Corp. (ACA) picked up the rights to the Decathlon in 1988, along with the 8GCBC Scout and the group of Citabria and Champ variants. It originally planned to start a parts business and wasn't intending to go into aircraft production. In 1991 it brought the Super Decathlon back into production and introduced the Xtreme Decathlon in 2012.

It takes approximately 1,400 to 1,600 man-hours to build a single Decathlon. ACA currently builds about 25 airplanes per year. The company needs around 35 employees to keep up with the current production rate. ACA has built nearly 1,200 Decathlons since 1991.

More Wonderful World of Doug Harford Flying Stories

Continued from last month's newsletter

From Doug Harford's Facebook Page:

Story 10: Newfoundland

Summer of 2004 Deb and I decided to fly to Newfoundland. We loved the Newfie Music, the food, and the adventure of our first major water crossing. Newfoundland has its own time zone two hours east of our east coast time zone. 500 miles East of Halifax NS.

Things we didn't realize. Lots of boats in the water between Nova Scotia and Newfoundland (you could glide to a boat in case of engine failure??), Newfoundland is one big rock (Makes a water landing look good?), fuel not available everywhere, cars and lodging in short supply in the short summer season.

We landed in Charlottetown PEI the night before leaving for Newfoundland. Charlottetown is about 100 miles closer than Halifax. The next morning on the way to the airport after rereading my ditching procedures I am telling Deb we need to practice handling her door to prepare for ditching. (Procedure; push door open into the wind and lock it open), I was informed we were not opening the door at 100 MPH on the runway and ditching was a better option! So, practice complete, off we go!

From Charlottetown to St John NL You fly out over the Gulf of St Lawrence Across Cape Breton NS over the Gulf again for about an hour and then over Newfoundland which is mostly rock, not too many trees, but it would be hard for the airplane to survive the rock. All good however! Uneventful flight to St John and a great FBO. I love our flying community! We arrived during the George Street Festival and there were no rooms or cars. FBO:" we have one room we reserve for our customers (not Cessna Customers) and no one has spoken for it, so we will get a taxi to take you there." You won't need a car for a couple days while you explore the Festival, and we should be able to get one by then!" Wow, that's service!

George Street has more bars per square foot than anywhere on earth and we are here for this huge festival. Every bar has bands and bleachers with the biggest Irish Bands from everywhere. The music is what brought us to Newfoundland and we weren't disappointed. Great Big Sea is a local favorite that made it big Excursion Around the Bay Old Black Rum. The whole town also has different contests and rowing events going on for five days straight.

If you like expensive vodka and gin, you might want to skip to the next part. Newfoundland is home to Iceberg Vodka and Gin. Their claim is that since both vodka and gin are straight alcohol diluted with 50% water the only possible difference would be in the water, so in their off season Newfie Fishermen go out and tow in icebergs which are hoisted up on the dock and melted for the water in Iceberg Vodka and Gin. One-million-year-old the purest water on earth!
<https://www.iceberg.ca/our-story>

Food: Mostly cod, but they have a unique twist with "cod cheeks and tongues." They pan fry cod cheeks and tongues and it is delicious!

After the festival we head for Deer Lake NL which is flying from East to West across The Rock! Deer Lake is home to Fjords and Kitchen Bands. The Fjords are stunning in a truly unspoiled land. This is the lowest volume tourist area I have ever encountered, but glad we went. Deb is wonderful at finding things like this. Two nights of Kitchen Bands was great fun. Pots, pans, washboards, and saws, everything makes music!

Deer lake had no fuel, but I had planned carefully and it didn't work. It was close, but there is no good place to run out of gas here! Deb suggested we head West to Labrador and return through Quebec. Labrador is really remote, but I gave Flight Service a call. I was greeted with "Where are you going today Doug." I just realized I have had the same (only one) briefer for more than a week! She listened to my plan and said you don't want to do that! There are multiple storms heading for Labrador and that happens here. You could be there for a month! In fact, you need to leave where you are soon. I really like Canadian Flight Service! Our only option on this Sunday Morning was to fly North to Gander get gas and South through Nova Scotia. A quick call to Gander and they were not open on Sunday, but the guy said he would hang out and get me gas if I left Deer Lake now.

We landed Gander and no one was there except the guy who had promised me gas. If you don't remember Gander is where in 2001 all the US Flights were diverted when our airspace was closed. 6700 people in a very small town! Everyone took people into their homes shared their food for days until they could leave. Gander 911

We left and flew back to St John New Brunswick. Weather kept us in St John for a few days until we could head back. Deb had always wanted to see Bar Harbor Maine, so we stopped there for a day, but then we were done. When we landed in Dwight, we had put 35 tach hours on the 182. What a trip!

Story 11:

In 2008 I sold my 182. Long story about a partnership gone bad, but it was gone. At 55 I was busy with life, no-till, precision farming, Foods Resource Bank, and kids occupied most available space. I thought that cross country flying should be replaced with something more fun???

I went out and bought a powered parachute which was the rage at that time. That was a lot of fun, but you get your 5-mile circle explored fast and then it was pretty slow.

I had always wondered about Gyrocopters. Seemed like an interesting compromise, with a little more speed and range, but it wasn't until Deb and I were staying at the River Club Lodge on the Zambezi River that the adventure struck. When we checked in, I saw a gyro stuck in a small shed behind the office. Upon inquiry I learned that it was a photographer friend of the owner and he had an engine failure while on a trip from Cape Town South Africa to Nairobi Kenya to photograph Namibia and its Desert. We also learned he and his girl friend would be having supper with us at the resort tonight. What a coincidence since the engine out was 6 months ago that he would be traveling through tonight!

The River Club is a small resort for about 6 couples overlooking the Zambezi and its wildlife. Every night you go on a river cruise to look at hippos and every other form of wild animal. This is in a small aluminum boat and at sunset the guide pulls into the center of the river, cuts the engine, and serves biscuits and gin and tonics, while floating down the Zambezi toward Victoria Falls. This is magical! After the river cruise you return to your cabin and dress for supper (Jeans in our case because it is what we had) and gather for cocktails. Supper is served beneath the brightest Milky Way I have ever seen. Africa has no extraneous light.

I met up with the gyro pilot and his friend, and it turns out he is also a helicopter pilot that is ferrying a Bell Helicopter from Cape Town to England. I asked how he dealt with all the borders and fuel stops and basically, he said don't ask. There is no Air Traffic Control, so when you land it is the first time, they know you are there. Land and try to get fuel before the authorities know you are there, some times it takes a small bribe of the fuel guy. His route from Zambia was north through Tanzania. Kenya, Ethiopia, then up the Nile through Egypt. How exciting would that be!??

So seated next to them at supper we heard tales of flying for the different Park Services of African Countries, animal counts and roundups, and they had just been sand surfing in Namibia. We will never forget that night at the River Club! That is how I got interested in gyro-copters. When we got home from Zambia, I hopped a Southwest Flight to Florida to Benson Days and found my instructor.

Powered Parachutes and Gyro-Copters were a great diversion for 5 years and we did a lot of other travel in that time, but I realized we were not done with airplanes, so Cindy and Bruce found a 182RG and a great partner, Scott Doorn, and now we were ready for new adventures.

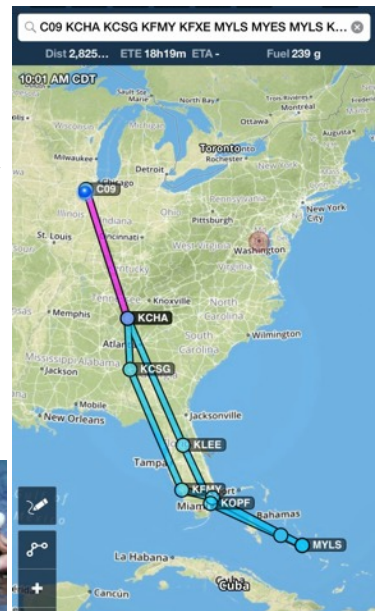
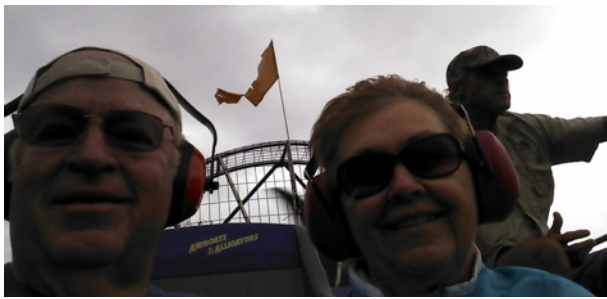
I know when I started this thread, I said I was going to stick to airplane travel, but I thought you might be interested in how someone ends up flying gyro-copters. My next one will be Deb and I heading for the Bahamas!

Story 12: The Bahamas

Our first Bahamas Trip. New plane! To me, (1978 Cessna 182 RG) the Retractable gear made it a handful for me. Deb and I are off on a new adventure. I have always wanted to fly to the Bahamas since I visited their booth at Oshkosh. Their booth was very visual Beautiful Ocean, beaches, and pretty girls. Funny as we became more politically correct, it became focused on ocean and beaches. This trip report will be a little longer, because we have also reached the age of digital photos and they are easier to find. Political correctness, digital photos, and retractable airplanes we are always evolving!

Here is our route to the Bahamas, and because this was new to me (plane & route) we left about a week early with options for extra time. First stop for us going South is always Chattanooga. Over a mountain and into a great FBO. Nice staff and BBQ! On to Columbus

GA to wait out some weather. We always seem to hit weather in the area and the plane was too new and I was too rusty to contemplate instrument flight. Next morning was all clear to Fort Meyers where we stayed with Friends Kevin and Nancy and spent the next day air boating around the Everglades. What fun that is.



Our plan was to fly to Key West for a couple days, but weather again was a problem and I had the deadline to meet, so we opted to fly to Fort Lauderdale Executive, the jumping off point to the Bahamas, rent a car, and drive to Key West. The drive to Key West is the best part for me, I am not a big fan of Key West. As a kid my family did go to Marathon Key for vacation and I loved those vacations. Here is a picture in the 50's of me getting ready to go catch a lobster for supper! I think we ate out! The other picture is Deb and I eating out in a favorite restaurant on Marathon 50 years later!



Drove back to Fort Lauderdale returned car and got ready

for a 8 AM Briefing on our flight to Stella Maris Bahamas. I am getting nervous! Returned the car to the FBO and waiting for a ride to the hotel and really strange thing happened. Asked if we could wait for a young couple who just arrived, I realized that at Oshkosh while Deb and I were staying in Fond du lac we found three men who flew in in a Columbia waiting for a ride to the bus and we just gave them a ride to the show. This young man was one of them! It took me a minute but I recognized him! Father in law's Columbia!

The next Morning, I went to the briefing for 20 Planes fly out to Stella Maris. Eight showed up, I am the one with the yellow note pad and pencil ready to take the best notes of my life. Our leader Jim walks in, asks if we have MYLS in our GPS, I nodded yes, which concluded our briefing. I had been emailing with Jim for several weeks about paperwork and such, so we were good. The rest of the planes left, because they were familiar with flying the Bahamas.

We launch with life jackets on, raft properly stowed, and the “come and get me device” hanging on Deb’s life jacket. Still no ditching practice for Deb!



You are over Bimini almost immediately. In the Bahamas clouds are just over the islands and I was going down to try and maintain a visual reference, which no one else does, when Miami FS calls and says they are dropping coverage because I’m too low. Dropping coverage! I’m going up! Right then we were over Water and crisis averted. It is 2 ½ hours to Stella Maris, one of the further destinations in the Bahamas. The closer you stay to Florida the more boats, and we all know about boaters!

On the way you can go direct, or you can opt to fly the Eleuthera Chain of Islands, or the Exuma Chain to the South. This will keep you over land most of the time. I didn’t know this, so we went direct. About half way out you get a handoff from Miami to Nassau, but you don’t see Nassau on this route. A little while later they hand you back to Miami where the “you’re too low, we are going to drop you,” and I am back in the clouds to avoid getting dropped. Later flights following the islands I didn’t care if I got dropped. Here comes Stella Maris! <http://www.stellamarisresort.com/> I’ll have pictures after we are on the ground, but confronted with a 30 Knot direct crosswind the pucker factor took over and I put all attention there. New airplane, island landing, where’s the airport game, well here we go. A little skidding around, but uneventful and we were parked. Anyone else need a drink!

Charlie Murry landed right behind us and he got out of his RV 7A and did an Irish Jig right on the ramp. He is a water plant engineer from London Ontario, and his wife Bonnie said this is completely out of character for him, and she had never seen him dance. He ordered his RV 8 years ago spent 6 years building and 4 of those also learning to fly, and now landed in a 30 knot wind on a tropical island. He then became worried about a front wheel pant that had come loose, but I had tools and we fixed it right there, so he could enjoy the arrival!

We stayed in a bungalow on the beach, but they have nice new condos as well. The restaurant is great, which is good, because that is the only food for miles. The out islands of the Bahamas are pretty sparse, partly because they are continually being wiped out by hurricanes and there is little commerce to provide income. Most would be boring without a group. They do have good snorkeling and diving and the fishing is supposed to be good as well. But tonight, is Jim and Margi's Rum Punch Reception! Three-piece Island Band, get to know people games, and lots of rum punch! We had a great time!



The next day Charlie and Bonnie Murry with Deb and I took off with an Island Tour. Long Island is Long! 80 miles of not great road, but the main town is on the other end along with Dean's Blue Hole, the deepest Blue Hole anywhere. This is some crazy shit! The divers put both feet into a single fin and free dive to 300'! As you go deeper you get heavier with being able to breathe, so you have to swim back up. No safety equipment just safety divers every 50', but they say they are not much help. Several divers die each year. When you arrive back at the surface, they immediately ask a question like the date and if you can't answer it, your dive is disqualified. <https://www.atlasobscura.com/places/deans-blue-hole>
<https://www.bahamas.com/islands/long-island>

The church is the highest point on the island and where everyone goes for a hurricane. I think it was 25' above the ocean. Not much for a good storm surge.

That night we were off to another of Jim's Rum Punch receptions at the other island restaurant 20 miles away. We took the island school bus and we arrived there was the same island band from the night before. By now you know some people, so it was fun.

The next day we flew off to Staniel Cay, 73 NM across the beautiful blue Caribbean Sea. It is really stunning to fly across. The water is so clear you can see sand bars under water and deep areas that are just blue. This is a more comfortable flight on a clear day and flying questions answered. The Out Islands have a difficult time attracting visitors because they are hard to reach. Many have developed attractions like Stella Maris has a beautiful beach and a nice resort. Staniel Cay has the Grotto (underwater area somewhat separate from ocean that has unique wildlife) and swimming pigs! Both are on our list for today. The grotto is where scenes from James Bond Fireball were filmed. You swam under a rock wall to a enclosed area with thousands of small fish. Now for the swimming pigs. As you approach the beach where the pigs live they run into the water and swim out to the boats to get food people bring to feed them and we were no exception. After the feeding and the water was full of day old bread and floating pig feces, people were told it was ok to get out of the boat. As a old farmer swimming with hooved animals with big teeth does not appeal to me notwithstanding the floating pig crap. This did not deter the rest of the people who followed the pigs to the beach. Interesting!



The ride back to Stella Maris the ocean was full of little rain showers, so Deb and I flew around through these showers that was really cool. They were clear, so you could see right through them, not like Midwest showers, that have poor visibility. These trips are short, usually about 3 days, so it was time tomorrow to head home. Now that I understand the process better some leave early and join the group and some stay on, but we went home. In later trips we exercised our options better.



2020 Chapter 95 Calendar of Events

October

23 - Chapter Meeting 7:30 pm,

November

20 - Potluck and Chapter Meeting 6:30 pm

Continued from Page 7



Up and off to 2 ½ hours to Opa-Locka FL right by Miami to go through customs. Then overnight with Deb's Brother (Fred and Bonnie) in Leesburg FL. The next day, one stop in Chattanooga and home. Big trip for us. When we landed we met Mark Kenney on the ramp, it is always fun getting caught coming back from a big trip! New plane worked perfect and we were hooked on the Caribbean! In fact, we started planning for a February trip to Mexico, Belize, and Guatemala.

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NEXT MEETING: TBD

Location: TBD

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.