

Mark & Shelly Molle's

Annual BBQ Fly-in/Drive-in

Aero Acres (IL51)
31521 E 2800 N Rd, Dwight, IL

Saturday, June 23
12:00pm Noon

It's time for the Annual Mark & Shelly Molle BBQ at their airstrip. This is a fun, social gathering and a great time for Food, Friends, Flying, and Fun! **EVERYONE** is welcome and you can either **fly in or drive in**.

Please plan to come out and join us for a fun afternoon at the awesome Aero Acres Airstrip!

- Arrive around 10:00am, Eat at 12:00 noon
- Bring a dish to pass
- Bring lawn chairs, if you want
- See directions below

ALL are welcome and we encourage you to bring family and friends!

Questions? Call Mark Molle @ 815-378-1680 or email: mrkmolle@gmail.com

HOPE TO SEE EVERYONE THERE!

Directions: 31521 E 2800 N Rd, Dwight, IL

By Land:

From Morris - Take IL-47 South

- Turn left onto E Mazon Ave/ IL-17
- Turn right onto N 3300 Rd E/CR-3
- Turn right onto E 2800 N Rd (31521 E 2800 N Rd)

From Joliet - Take I-55 South

- Take the IL-53 Exit 227, toward Gardner
- Turn left onto IL-53/W Main St/CR-49
- Turn right onto IL-53

EAA Ford Tri-Motor

July 12-15

Thurs, July 12: 2pm-5pm
Fri-Sun, July 13-15: 9am-5pm



Hopefully by now you are all aware that our chapter will be sponsoring the EAA Ford Tri-Motor on July 12-15. A sign-up sheet has been e-mailed out and we need **EACH** and **EVERY** member to help out! We want this event to run smoothly and show EAA what a great chapter we have! You do not have to be available the entire weekend, but whatever days you are free, please volunteer to help out. The more, the merrier, and the more fun we can have. Even if you can't be around enough to volunteer for a full shift, still come hang out, as you won't be disappointed. Please try to come out to THIS FRIDAY's chapter meeting to get more information and details on what to expect.

It is also not too late to get sponsorships. This information was also e-mailed out.

To sign-up or for any questions, please contact Tom Ellis @ rv8tom@yahoo.com or text/call at 815-405-5082.

- Turn right onto S Campus Rd
- S Campus Rd becomes N 330 Rd E/CR-3
- Turn right onto E 2800 N Rd (31521 E 2800 N Rd)

By Air: IL-51 (Aero Acres) - 4 miles south and 4 miles east of Dwight airport, Frequency: 122.75

PLEASE NOTE: Right hand traffic if using 09, Left hand traffic if using 27.

From The President ...



Hi all,

Well you all wanted summer and it has officially arrived HOT! Early morning and sunset cruises are definitely the best time to fly this time of year.

Matt & Jana have Tail Dragger Tuesdays going each week the weather is nice. Come out to the airport on Tuesday afternoon and

enjoy the fellowship, food and flying activities.

Saturday June 23rd I am hosting our annual Fly In – Dive-In BBQ at my home airstrip IL-51 mark your calendar and plan to come enjoy lunch with EAA Chapter 95 Aviation Community. Please bring a dish to pass along with any special menu items you require. Shelly and I will provide the Meat and drinks. We are looking forward to an awesome gathering again this year ☺

Hosting the Ford Tri-Motor July 12-15th is a great fund raiser for our chapter and allot of fun for the members that volunteer so be sure and let Tom or myself know which days and time you will be available to help out.

Matt & Jana's Ice Cream Social is on July 13th at the airport be sure to bring the kids and enjoy the Ice Cream as this is one of our favorite chapter gatherings.

And next is the biggest event of the year for EAA Air Venture Oshkosh July 23rd – 29th.

I am looking forward to seeing everyone at the meeting on Friday.

Signing off now until next month;

Be Safe, Healthy & Happy,

Mark

(Email: mrkmolle@gmail.com)

Chapter 95 Meeting Minutes - May 18, 2018

Meeting called to order @ Matt and Jana's hangar @ 7:30 pm by President Mark Molle with 21 in attendance on a cool, damp evening.

Pledge of Allegiance recited.

Secretary's Report ~ Warren Roddy: Accepted as reported in our May 2018 Newsletter.

Treasurer's Report ~ Jacque Nawojski

Income: None

Expenses: \$1,013 (including 2 air academy payments for \$407.50 each)

Young Eagles Fund: \$3,219.73

Available Funds: \$4,166.06

Old Business

Saturday May 5th we had a family dinner night at the Patio in Bolingbrook. All who attended had a good time.

New Business

Saturday May 19th we will be organizing the Young Eagles program at the KIKK (Kankakee) airport from 8 AM to 11:30 AM. We have 6 pilots and 5 ground crew volunteers. Our Chapter will be running this event for the last time.

Saturday May 19th is also the TBM Avenger event at the Illinois Valley Airport. The organizers of this event prefer those attending to drive rather than fly to the airport.

Mark Molle noted that the EAA is having work parties on several upcoming weekends. Please see Mark if you'd like to participate.

Charlie Gibbs mentioned motels are still available in Fond du Lac and Appleton for this year's EAA AirVenture. Lee Brinley noted that all exhibitor space is already sold out.

Saturday, June 9th is our Young Eagles event at the Morris Airport from 9 AM to 2 PM. Per Jacque 26 kids are already signed up. Norma Limbach distributed brochures to area schools and we've had many early responses. Per Matt the airport parking lot will probably be under construction during this event—so we'll use Matt's Hangar and have an open gate at the South end of the airport.

July 3rd we will have a formation flight for the 5K Run at 7 PM for anyone who has an airplane and wants to fly.

Tom Ellis has a request for a formation flight over Lombard for Memorial Day. Tom also suggested we have a Trivia Night at one of our monthly meetings.

Matt Kwiatkowski's update on Strategic Planning: This started at last month's meeting with everyone naming the chapter events they like. The events were grouped into categories--then we voted by pasting colored dots on our personal favorite categories. Matt indicated the dots picked our favorite activity as social followed by outreach, flying,

travel, and education. Our Chapter activities seem well aligned with these preferences. Matt would like to reach out to other dues-paying members who are not participating and see their preferences (also pilots at the Morris Airport who are not Chapter Members).

Hosting Ford Tri-Motor July 12 thru 15th:
Charlie Gibbs delivered information to Greenway Ford in Morris for this event. He's hoping they do a sponsorship.

Tom Ellis noted we will need the following minimum number of volunteers—
4 for Thursday afternoon
Friday from 9 to 5—6 morning and 6 afternoon
Saturday from 9 to 5—6 morning and 6 afternoon
Sunday from 9 to 5—6 morning and 6 afternoon

Tom will be sending an email to everyone with all dates and times for volunteer sign-ups.

Treats:
Lee and Angie Brinley provided treats. Thank you!

CONGRATULATIONS!!!
SCOTT CAMPBELL

First Flight in Rotorway JetExec

A year ago, Scott Campbell sold his Rotoway Exec helicopter and bought a Rotoway JetExec project. He has been working on it fast and furious for the past year and on June 10th, he made it's first flight! What a great accomplishment and something NEW at the Morris Airport! I have to admit, it is pretty cool hearing the sound of a jet engine coming from that part of the airport. He threw me off this weekend, we he started up, I started looking for a jet on the ramp and then remembered he had pulled his helicopter out.

CONGRATULATIONS Scott!!

Tom Ellis flying Nathan Ellis up to Air Academy Camp at Oshkosh.





A SPECIAL YOUNG EAGLE RALLY THANKS

Thank you all who came out for another very successful Young Eagles Rally on Saturday, June 9th. We want to thank all the members who came out to help and to those who came to support the event. We especially want to thank the members who helped spread the word about our Young Eagles Rally to their friends, their neighbors and their schools. We had many parents who called, mentioned that they received the information through their schools.

The day turned out initially to be a rainy day. Even though it stopped raining around 10:30 a.m., the ceiling for flying still wasn't good. However, they our pilots kept checking and finally at 11:15 a.m., we got the go ahead to start flying the waiting Young Eagles. Yes, we had about 30 kids waiting to fly including some who came at 9 a.m. and were willing to wait it out with us. Fortunately, the rest of the day turned out to be a beautiful sunny day with light winds and comfortable temperatures.

That made it a great day for flying the 63 Young Eagles by our eight chapter pilots: Pete DeCraene, Brian DePung, Doug Harford, Mark Molle, John Musgrave, Warren Roddy, Ron Needham (flying his first Young Eagles) and Jana Trofimchuck. We also thank our pilots who couldn't fly in because of the weather: Dave Miller, Ryan Stephens and Jim Woolard. All the Young Eagles had a great time, especially the 46 first-time flyers. Because of the sunny weather, we were able to fly all of our Young Eagles by 2 p.m.

The Ground Crew, the support team for our pilots, did a fantastic job handling our procedures with the large number of waiting Young Eagles. They helped make the flow between the office staff and the pilots seem effortless. Thank you: Don Bonk, Christa Bonk, Lucas Crater, John Limbach, Gary Lowery, Tony Madonia, Bill Morrison, Dave Richardson, Jami Salinas and Sy Salinas. Also, we had Dave Richardson, Jacob Checca, and Janice Jack waiting in reserve to help the ground crew if needed or helping in any way they could to make our operations go smoothly.

Thanks to our two photographers, especially for keeping up with 63 flights: Tim Adams and Jenna Limbach.

We appreciate all the efforts of the Food Concession Staff: Norma Limbach and Char Curtis.

Special thanks to Matt Trofimchuck for handling the flight operations: which included the pilot/ground crew briefing, pairing the pilots with ground crew, and keeping all of this running smoothly.

Especially wanted to thank the Office Staff for all their hard work: Tabetha Wilhoit for handling the printing of the Young Eagle photos on our new photo printer, Mary DeCraene for handling the Young Eagles' registration, and Jenny Madonia for handling the logbooks and helping Mary out, so that I was free to assign the Young Eagles to the pilots and to print the Young Eagles Certificates.

They all made the process easier and fun.

It was wonderful to see everyone pull together to make this event a very memorable one for 63 Young Eagles.

Submitted by Larry & Jacque Nawojski





It has been exactly 10 years since Pete DeCraene converted his RV-7A to an RV-7. I was looking back through old newsletters and found this article from the June 2008 newsletter and thought it would be great to reprint.

RV-7 Conversion

By: Pete DeCraene

Recently I decided to change my flying RV-7A from its tricycle landing gear arrangement to an RV-7 taildragger. The nuts and bolts part of the conversion was fairly straightforward, call Van's with the parts order and send them a check. When I called they said they don't see this very often but I was not the first. So a few weeks later with parts in hand I tore my airplane apart, and in 2 weeks and 2 days (I still owe a bag of sliders on that bet) rolled it back out of the hanger ready for flight. I could have made that 2 weeks, but the new engine mount moved the engine forward about 1/2" so I had to make modifications to the cowl to close the gap between the spinner and cowl.

So one might ask what would make me take a perfectly good airplane and make these kinds of changes. For this there is no simply answer, but rather a different answer depending on who is asking the question.



If the question is coming from another trike flyer it might be "why would you do that, doesn't it make it harder to fly". Of course it doesn't make it any harder to fly, it flies exactly the same, although it is just a little bit faster now, which is always a good thing. The real difference is in the landings and take-offs, and really just in the landings. Take-offs are a non-event, just apply power and it flies off just as quickly as before. Landings on the other hand took a little longer to get the hang of, but after several hours with the ever patient John Musgrave at my side and some bouncing around I started to get a feel for it. I especially like the way it handles on grass fields now. The nose gear always made me a little nervous landing and taking off from a turf field. As everyone tells you when you get your PPL, "It's a license to learn", and this is just another chapter.

So what if the question comes from another taildragger pilot. Actually there is no question but rather a short statement like "its about time", or "that looks better", or just a nod of approval, or a quick thumbs up. Or coming from Jana or Cindy "It looks sexier". For they know this is the way an airplane was meant to be, with the little wheel in the back. But when I do get a question its usually why I didn't you just build it that way the first time. My reasoning for building as a trike the first time around was simple, I was a low time pilot (and still am) with only 4 or 5 hours of tailwheel time in my log book, so I reasoned that the insurance rates would be high and the time it would take me to transition into the airplane would be much higher. Besides it would still fly like an RV. So what changed, my level of confidence and 350 hrs in the airplane, and I always wanted to have a taildragger. Besides, all my friends are building taildraggers. I would have looked out of place lined up or the ramp getting ready for a formation flight. In retrospect I should have just built it as a taildragger right from the start.

And finally when the question comes from my beautiful and understanding wife Mary the answer goes something like "Well dear it's a safety issue. Van's had an SB on the nose gear brought about by several failures where the nose gear leg bent and sometimes even caused the airplane to flip onto its back, and we would want that to happen. Sure I could have followed the SB and sent the gear leg back for modification and installed the new parts, but that could have taken months and it would have cost the same by the time I was done, and it would still be a trike, and I would still be nervous on grass. Heck this only took 2 weeks, sort of.

The Follow On: 10 years later and the reasons for changing my 7A to a taildragger are still valid, at least in my mind, and I was even able to recoup some of the cost by selling the parts left from the conversion to someone rebuilding a 7A that had a nose gear failure. That proves to reinforce my reasoning for the change, at least that's what I tell the boss. After 10 years of flying it in this configuration, I am able to still make a crappy landing now and then, although not as often. And there is nothing like a flight that ends with a wheel landing that just rolls onto the runway without even a chirp. My wing walk still shows 7A and the educated observer will usually ask what's up with that, the response is still the same - peer pressure and chicks think it looks sexier (I read that somewhere). So this 7A will always be a 7A as far as the FAA is concerned, but as long as I own it, it will be a taildragger.

P.S. I still owe that bag of sliders to a fellow taildragger pilot if he still wants them.

New Restaurant at Janesville Wisconsin Airport (KJVL)

Charlie Gibbs sent me the following news article regarding a new restaurant at the Janesville Airport. This airport is only 77nm from Morris, so it would be a good destination when we are looking for somewhere new to fly for breakfast or lunch.

Janesville airport lands new restaurant after years without one

By Neil Johnson@gazettextra.com, Jun 11, 2018 (www.gazettextra.com)

After years of being vacant, the restaurant space at Southern Wisconsin Regional Airport soon will fly again.

This time, it'll fly with fresh-baked biscuits, cinnamon rolls and other early-bird and lunch-hour specialties, the new restaurant tenant said.

Beloit restaurant group Geronimo Hospitality Group plans this summer to open Bessie's Diner—a new, aviation-themed breakfast and lunch restaurant in 3,600 square feet inside the airport's terminal, 1716 W. Airport Road, off Highway 51.

A buildout is underway to turn the space into a 1950s-themed diner with a “family-friendly” theme that celebrates classic diner food and the history of flight.

It's named after Beloit native Bessie “Bessie” Raiche, who is credited with being the first woman to fly an airplane solo.

The Rock County-owned airport had a restaurant in its terminal from the 1960s until 2013, although its ownership and occupancy changed frequently in recent years. The restaurant space has been vacant since 2013.

The Great Recession and its lingering effects put a dent in airport traffic, but in the years since, the county has invested money into the terminal. In 2016, the county finished \$3.2 million in renovations to the terminal, including \$70,000 in work to ready the restaurant space in hopes of luring a new tenant.

Airport officials and a Geronimo executive said they hope the restaurant will boost visits by diners who are pilots and draw new local visitors.

Jeff Whiteman, Geronimo's chief operating officer, said his hospitality group has had its eye on the airport for years. He said the company got serious about it when it developed an aviation concept wrapped around Bessie Raiche, who in 1910 made the first female solo flight of a biplane she'd built in her yard. Raiche had no flight experience and no training.

“The airport had a long history of having a restaurant or diner on the (terminal) property. It's something we've heard for many years that people missed. The location is well-placed between Beloit and Janesville, and people flying in could fly in with the purpose of having a nice meal,” Whiteman said.

Greg Cullen, the airport's manager, said traffic has plateaued over the last year, but he believes a new restaurant will boost leisure flights into the airport.

“We get calls literally every day,” he said. “People are asking, ‘When does it open? When does it open?’ It's good news for people.”

Cullen said officials hope to open Bessie's in time for the Janesville Warbird Weekend, a classic warplane fly-in and show planned for July 21-22 at the airport.

Geronimo is a subsidiary of Hendricks Commercial Properties, one of several companies owned by Beloit business mogul Diane Hendricks. It owns and operates several hotels and a growing list of restaurants, including Lucy's #7 Burger Bar and Merrill and Houston's Steak Joint, both in downtown Beloit.

The Rock County Board agreed in February to a five-year lease deal with Geronimo. Under the agreement, Geronimo is required to pay the county a lease totaling 7 percent of its adjusted gross sales at Bessie's. Geronimo will be charged rent only if Bessie's sales total at least \$800,000 a year.

Rock County Administrator Josh Smith said under the lease structure, the county doesn't expect Geronimo to pay rent for the first year or two. He said the agreement is designed to give Bessie's a chance to get established and pay down its custom buildout.

"We recognized that it would take a new restaurant some time to become established, attract a customer base and recoup its investment, and this structure allows them to have success before paying the county," Smith said. "In the long run, the county does not benefit if we require too much up front and it causes a restaurant to close."

Smith said even without an initial rent payout, the airport could benefit from increased fuel sales based on more people flying in to eat at Bessie's.

Whiteman said Bessie's will serve all-day breakfast and lunch, with specials such as a Monte Cristo sandwich—a ham, turkey and Swiss cheese melt fried between French toast slices and topped with powdered sugar.

According to Bessie's web page, the restaurant will feature a specialty bloody mary bar.

"We'd offer classic breakfast dishes with some different twists on eggs Benedict items," Whiteman said.

"Plus we'd make our own biscuits and cinnamon rolls. This is what you'd have expected to find with a diner 30, 40, 50 years ago."



Fly-Overs

On Memorial Day, Tom Ellis and Jana Trofimchuck did a flyover for the Lombard Memorial Day Celebration.

On June 9th, after Young Eagles Day, Matt Trofimchuck, Jana Trofimchuck, Pete DeCraene, and Ron Needham decided to do an impromptu flyover at Morris Cruise Night. Thanks to Norma and John Limbach for the great pictures from Cruise Night!



2018 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.

June

22 - Chapter Meeting 7:30pm, Tony & Jenny Madonia treats
23 - Mark & Shelly Molle IL51 Fly-in/Drive-in

July

12-15 - Hosting Ford Tri-Motor
13 - Matt and Jana Trofimchuck Ice-Cream Social @ Morris Airport
22 - Oshkosh Family Dinner Night @ Wendt's on the Lake
23-29 - Airventure 2015 @ Oshkosh

August

24 - Chapter Meeting 7:30 pm, Mike & Eryn Ruffatto treats
25 - Dave & Kelly Miller Riley Field Fly-in

September

8 - Young Eagles, Morris Airport 9am-2pm
9 - Young Eagles Rain date
15 - Bruce & Cindy Limbach Annual Pig Roast
28 - Chapter Meeting 7:30 pm, Matt & Jana Trofimchuck treats

October

26 - Chapter Meeting 7:30 pm, Glenn & Alicia Vokac treats

November

16 - Potluck and Chapter Meeting 6:30 pm

December

07 - Pizza Party, Movie Night and Ugly Sweater Party

Adam Ruffatto gets his first (of many) airplane ride and loved it! A couple weeks later, he flew to his first fly-in breakfast at Curanda.



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NEXT MEETING: Friday, June 22, 2018 at 7:30pm

Location: Morris Airport

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.