

Mark & Shelly Molle's

Annual BBQ Fly-in/Drive-in

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

Saturday, June 24
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)



ATTENTION!

PLEASE NOTE: There have been some changes at the Morris Airport. When you come to the chapter meeting or Taildragger Tuesday or any other event at the airport, please park outside the fence as shown in the drawing below. There is a walk in gate to get in.

Due to construction, you have to maneuver around and drive in the construction area a bit, so please be careful. When all 4 lanes open on 47, then enter per the red arrows in drawing below.



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
- 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

From The President ...



Hi all,

Well so long to spring as summer weather has arrived in full force. Hot and windy seems to be the theme lately. We had a good showing for our June Young Eagles event with 42 kids flying. It was a Great opportunity for our pilots to perfect their landings in gusty crosswind conditions. A special thank you to all the office staff, ground crew & pilots who flew kids on Saturday as our

chapter received many compliments in appreciation from the kids and parents for providing the opportunity.

Shelly and I are looking forward to hosting our annual Fly In / Drive In / Ride In Lunch ~ BBQ on Saturday 6-24-17 please mark the date on your calendar and come out to IL-51 and enjoy the food and camaraderie.

It is the season for fly in pancake breakfast so make it a point to fly / drive/ ride in and support our fellow chapter events as well. C75 Marshall County is hosting their 50th annual Fathers Day Fly In on 6-18-17 ~ C55 Mount Morris has a 4th of July Fly In on 7-4-17 and C77 Poplar Grove has a Fly In on 7-9-17.

Note: The Morris Airport has implemented the rule no vehicles are allowed inside the fence unless you have a signed lease agreement. Please respect this decision and park in the designated parking lot if you are not a tenant as it is important that we as chapter members maintain a positive upbeat working relationship with our Airport Administration.

Signing off now until next month;

Be Safe, Healthy & Happy,
Mark

Chapter 95 Meeting Minutes - May 19, 2017

Meeting called to order @ C09 in Matt and Jana Trofimchuck's Hangar @ 7:30 by President Mark Molle with 17 in attendance.

Pledge of Allegiance recited

Secretary's Report by Warren Roddy – Accepted as reported in May Newsletter.

Treasurer's report by Jacque Nawojski –

Income: \$0

Expenses: \$38.85

Young Eagles Air Academy Payments: \$2515.00

Young Eagles Fund: \$3087.13

Available Funds: \$4466.79

OLD BUSINESS:

We are sending 3 Young Eagles to Air Academy Camp this year. This is great that we are able to do this!

Anyone interested in the Lombard Memorial Day Flyover please contact Matt Trofimchuck. Also contact Matt for the July 3rd Liberty Days 5K Flyover.

Pete DeCraene suggested doing a press release about our Chapter sending 3 kids to the Young Eagles Air Academy.

NEW BUSINESS:

5-20-17: Young Eagles at KIKK tomorrow has been canceled by the airport manager due to forecast weather.

5-20-17: TBM Avengers at KVYS all day still on calendar - remember the aerobatic box will be open and avoidance is recommended between noon and 4pm.

5-21-17: Flyin at KLOT. Sunday looks like a nice day to go over to Lewis. They are having a Continental Breakfast this year.

6-10-17: We are having Young Eagles flights at C09. Sign up with Jacque. Norma Limbach has made and distributed flyers to local schools and Jacque is seeing the results with 14 kids already signed up. Young Eagles Flyers are contained in the newsletter to be shared - either hard copies or online. Jacque went to Chili's and Pilot and asked for them to display our Young Eagles Flyer.

Lake Lawn Lodge Brunch Flyout on Sunday 6-4-17 for \$26.95. Anyone interested should contact Mark Molle. Their runway was reported to be in fine condition by Doug Harford.

Oshkosh AirVenture Camping: For camping this year we're looking for volunteers to take over organizing the group camping. Otherwise, we're all on our own. There was a discussion on doing the EAA chapter group camping with up to 6 campsites.

10-7-17: We have decided it's a go for our Chapter to take over the Joliet Young Eagles previously run by the Schaumburg Chapter. Jacque pointed out we will not get credit for any of our pilots that have not completed the Youth Protection Program.

Project Update:

Gary Wilkins reported on the Zenith 750 Project at Clow. The wings are being painted and the cowling is done. They are starting to put it together and will be on display at the Cavalcade of Planes.

Special Thanks:

Thanks to Matt Trofimchuck for heating his hangar for our meeting on this damp and very chilly evening!

Guest Speaker: EAA Chapter Video postponed for warmer weather!

Treats provided by Mark and Judy Kenney. Thank you!!

Ice-Cream Social at Morris Airport

Friday, July 14 @ 7pm

Hosted by Matt & Jana Trofimchuck

On Friday, July 14th, please join us at the Morris Airport Hanger 77 around 7 PM where we will host our annual Ice-Cream Social. If the weather is good, I'm sure people will be out early flying around so you are more than welcome

to come out earlier. This event serves as our July EAA Chapter 95 meeting and will be held rain or shine.

Everyone is invited, including family, friends - kids, grandkids, the whole family. Over the years, this has become a big family event with lots of kids, grandkids, and friends.

Please take note of the parking and park in the designated parking areas outside the fence and walk in.

This is a great kickoff for Oshkosh!

Hope to see you all at the Ice Cream Social!

Family Dinner Night

Sunday, July 23

Wendt's on The Lake

N9699 Lakeshore Drive, Van Dyne, WI

We will continue our annual Family Dinner Night to kick off AirVenture on Sunday, July 23 at Wendt's on The Lake, located on Highway 45 between Oshkosh and Fond du Lac. Anyone in the Oshkosh area on Sunday is welcome to join us - the more the merrier! Please RSVP to Jana as we have to make reservations, typically it is at 5pm, but we will send out an email when it gets closer.

Look forward to seeing everyone!

OSHKOSH AIRVENTURE CAMPING

Hopefully most of you have already heard, but **Matt and Jana will not be setting up Chapter 95 Oshkosh camping this year.** Since we can't leave camping credentials at the main gate anymore, it has gotten too complicated.

If anyone else wants to take over coordinating and figuring out the logistics, you are more than welcome! We can explain what we know. Please contact Matt or Jana if interested. Otherwise everyone is on their own to come and go and camp where they want.

Another option is to do the "**Chapter Camping at AirVenture**":

Returning for AirVenture 2017, chapters now have an affordable opportunity to establish a "beachhead" at which to base their activities. Rather than paying by the day, a campsite is staked out until the convention ends. Chapters are able to purchase in advance up to six campsites at a flat rate in order to establish a chapter base of operations. Since the campsites will be staked out in advance, each chapter can direct its members to camp in the vicinity of this area.

The following guidelines apply to this special opportunity:

1. Chapters can secure up to six campsites for a special flat rate of \$243 per site. Additional sites may be acquired under the usual camping rules and pricing.
2. At least one camper per individual camping site credential must be a current chapter member and a current EAA member through the end of AirVenture Oshkosh. A list of EAA members to attend with the chapter (who must be current through the end of AirVenture Oshkosh) will be provided in writing to the camper registration staff with the chapter camping request form.

3. Offer excludes improved sites (water and electric) and sites in Paul's Woods, 101 Woods, handicap, and generator areas.
4. EAA staff will stake out these campsites for the chapter.
5. Chapter campsites will be staked out in the order requests are received, beginning July 14, 2017.
6. No refunds due to early departure are allowed for these campsites.
7. Chapters must comply with the policies and guidelines stated in EAA's current camping guidelines.
8. If requested and available, EAA will provide two picnic tables for the site.
9. The chapter leader or designee will pick up all credentials and vehicle passes at one time upon arrival. The chapter leader is responsible for distributing credentials and vehicle passes to chapter members.
10. Chapter camping is only available in Camp Scholler, aircraft camping is excluded from this offer.
11. Chapters that wish to sign up for chapter camping must be registered and paid for June 30, 2017.

Grab your camping gear, chapter flags, and banners, and decorate the site!

Additional camping information, along with services provided, can be found [here](#).

If you have any questions, please contact David Leiting at dleiting@eaa.org.

If you are interested in doing this for Chapter 95, please contact Mark Molle or Brian DePung (contact info on page 9).



A BIG YOUNG EAGLE RALLY THANKS

Thank you all who came out for another successful Young Eagles Rally on Saturday, June 10th. We especially want to thank all the members who came out to help and to those who came to support the event.

The day turned out to be an interesting one: very hot with gusty winds. That is, a challenging day for flying the 42 Young Eagles by our seven chapter pilots: Chris Checca, Brian DePung, Tom Ellis, Bob Kopeika, Dave Miller, Mark Molle, and Jana Trofimchuck; and our two guest pilots: Scott Doorn (Doug Harford's partner in the C182 RG) and Steve Russell in his new RV-7A. All the Young Eagles had a great time. Because of the gusty winds, we closed the Rally at 12:30 p.m.

The Ground Crew, the support team for our pilots, did a fantastic job handling the revised procedures that we've put in place. They helped make the flow between the office staff and the pilots seem effortless. Thank you: Lucas Carter, Pete DeCraene, John Limbach, Gary Lowery, Bill Morrison, Dave Richardson, Rich Toth, and Mark Trofimchuck. Thanks to our three photographers: Tim Adams, Don Jack and J.R. Toth (our junior member).



We appreciate all the efforts of the Food Concession Staff plus the Popcorn Maker with Norma Limbach in the Lead Role and Char Curtis.

Especially wanted to thank the Office Staff for all their hard work: Jenna Limbach and Janice Jack for handling the printing of the Young Eagle photos, and Doug Harford and Mary DeCraene for handling the Young Eagles' registration, the logbooks and anything else that needed to be done. 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 42 Young Eagles.

Submitted by Larry & Jacque Nawojski





Basic Med: My Experience

By: Brian DePung

As most of you probably know, last summer, the President signed third class medical reform into law as part of an FAA authorization extension. Section 2307 of the FAA Extension, Safety, and Security Act (FESSA) directed the FAA to issue or revise regulations to ensure that an individual may operate as pilot in command of certain aircraft without having to undergo the medical certification process, provided the pilot meets certain prescribed conditions. In January of this year, the FAA announced 14 CFR Part 68 and actually gave it name that's not an acronym!! The name it was given is "Basic Med" and it went into effect on May 1st, 2017.

Over the years, I only remotely paid attention to all the hype surrounding the fight for medical reform. I watched the Sport Pilot rating break ground with its "Driver's License Medical" and saw several ideas for 3rd Class medical reform come and go. I could envision many of the benefits that were hoped for and never doubted that safety would not be adversely affected. I did wonder how any changes might impact the growing Sport Pilot sector of aviation, but aside from that, I just kept tabs on all the discussions and never really gave it much thought.

Then, last summer, after the law was signed and "victory" was declared, I began to pay more attention, especially since I realized my 3rd Class Medical would lapse in less than a year. The law gave the FAA one full year to implement the regulations, and fortunately for me, they got it done sooner!

When May 1st arrived and a clear path to compliance had been established, I decided to give it a try. There was no reason to believe that I wouldn't be able to get a new 3rd Class Medical and my last one was still valid until the end of May, so I took a little time to study the material on the FAA and AOPA websites to see if Basic Med would work for me and if I would even qualify.

What I found was, that for the type of flying most of us do, Basic Med will work just fine and there will probably be no need to ever get a 3rd Class Medical again. In a nutshell, under Basic Med you can fly day or night, VFR or IFR, up to 18,000 feet, in aircraft (certificated or experimental) up to 6,000 lbs that can carry not more than 6 occupants, at speeds less than 250 kts. You cannot fly for compensation or hire, however, flight instructor privileges are allowed.

As far as qualifying, basically, if you possess a valid U.S. driver's license, you've held at least a 3rd Class medical in the last 10 years (from July 2016) that hasn't been revoked, and you don't have one of several disqualifying conditions, you can go to your family doctor, instead of an AME for a physical exam. The doctor must sign off that he or she performed the physical exam using the Comprehensive Medical Examination Checklist.

After the exam, you take an approved online medical course from AOPA that includes a quiz at the end. At the end of the quiz, you have to input some of your and the doctor's info, including your pilot's certificate number and the doctor's medical license number, before the results of the course are finalized and sent to the FAA. The FAA only gets notification of the results along with the pilot's and doctor's information, not the completed checklist.

Once you pass the course and submit the results, you'll get a certificate to print out (or you can just save it electronically, provided you can produce later, upon request). This certificate and the signed Comprehensive Medical Examination Checklist need only to be kept with your logbook, not in your possession while acting as PIC, like a 3rd Class Medical (or higher) still does. The online course is valid for two years and the medical exam is valid for four years. That's basically it! The decision of whether or not you are fit to fly then falls on you to determine before each and every flight, just as it always has.

Again, I'm not going into detail here, so make sure you research Basic Med for yourself to see if you qualify and if it works for you. I've talked to a couple of aircraft owners who's insurance carriers appear to be holding them to a "must carry at least a 3rd Class Medical" clause in their policy, but I have a feeling that will not be an issue as more and more pilots begin using Basic Med. I've also read about issues with doctors who are not willing to perform the exam, though thankfully, that actually appears to be the exception, not the norm. My doctor said she had already read about it a few days before I dropped off the information. I also know of several pilots for whom Basic Med did not go far enough and it will not allow them to get back in the cockpit as PIC, as they had hoped. Unfortunately, I'm afraid that one will be the norm, not the exception.

Based on my experience, here's some recommendations, should you decide to try Basic Med. First, print out the Comprehensive Medical Examination Checklist with included instructions from the AOPA website. Study the instructions and forms for yourself, then drop it off with your doctor BEFORE you schedule an appointment. The information from AOPA tries to imply to the doctors that they are signing off only that they performed the exam and that the fit to fly decision is ultimately the pilot's responsibility. Give him or her a few days to look the information over and get back to you.

Then, if the doctor agrees do the exam, complete ALL of your portion of the checklist BEFORE the exam, since the doctor needs to review this info during the exam (I typed as much of the info into the .pdf file before I printed it out, which makes it much neater). Doctors have a short window of time per patient to perform an exam, so be respectful of their time by having everything filled out and in order for them. This is new to everyone, but the burden needs to fall on us, not the doctor! Unlike an AME, they will almost certainly not have any prior experience with FAA forms and procedures, so the more you have ready for them and the more educated you are, the better!

Taking the online course and quiz is easy. Leave yourself a couple hours, but you'll likely need less (you also don't have to finish the course all at once). Make sure you have the doctor's information, such as full name, office address and especially their medical license number handy for when you finish the quiz. The printed certificate you receive after completion includes a wallet sized copy, as well. I plan on keeping it with me when I fly, even though it is not required. If you are renting, like I am, sending a copy of the certificate to the club or FBO would probably be a good idea, as well.

Overall, Basic Med is definitely a step in the right direction. I truly hope this helps aviation grow and saves pilots and the FAA time and money. When compared to the 3rd Class Medical, I saw no limitations for the type of flying I do or would like to do in the future (though it's mostly not recognized internationally, yet).

The best part of the whole experience is that my doctor agreed to perform the exam as part of my FREE yearly wellness visit that's covered by my health insurance!!

Helpful links:

14 CFR Part 68: <https://www.ecfr.gov/cgi-bin/text-idx?SID=9425236723fa6658afc3da8ccc8e1ca8&mc=true&node=pt14.2.68&rgn=div5>

Comprehensive Medical Checklist: https://www.faa.gov/documentLibrary/media/Form/FAA_Form_8700-2_.pdf

Advisory Circular AC 68-1: https://www.faa.gov/documentLibrary/media/Advisory_Circular/AC_68-1.pdf

AOPA's Fit to Fly: <https://www.aopa.org/advocacy/pilots/medical/fit-to-fly-pilots>



John Musgrave Stays Busy with Transition Training

Sam Healy of Fort Atkinson Wisconsin came to blue sky arrow to get his check out in the Boeing PT 17 Stearman. Sam received his private pilots license while still in high school. His mother and dad were so impressed with his love of aviation that they got their private license a couple years later. They now ALL go flying together. Sam wanted to build more time towards his career as a professional pilot. He purchased a Stearman in New Orleans Louisiana.



In order to fly it back to Wisconsin, he needed to get checked out in the Stearman at blue sky aero for insurance purposes. Sam found Cindys website for Blueskyaero Stearman training in an older article that had been written in AOPA flying magazine. During his trip back home, Sam made it to Greenville Illinois the first night from New Orleans and ran into 30 knot winds on the landing. He put the airplane in a hanger and spent the next four days in Greenville Illinois before returning home to Wisconsin Sunday morning. Congrats to Sam on his new airplane!

Captain John Noble 777 Captain from New Canton, Virginia completed his check out in a Wittman Tailwind 10 at Dekalb Airport at Steve Miller's hanger with John Musgrave.



Tom Ellis kicks of the Lilac Parade for the Village of Lombard



Enjoying John Musgrave Bluegrass at Taildragger Tuesday!



2017 Chapter 95 Calendar of Events

Here is the current calendar of events. Some things may change, so continue to keep checking the calendar. If you have any other ideas, please contact Mark Molle.

June

23 - Chapter Meeting 7:30pm
24 - Mark & Shelly Molle IL51 Fly-in/Drive-in

July

14 - Matt and Jana Trofimchuck Ice-Cream Social @ Morris Airport
23 - Oshkosh Family Dinner Night @ Wendt's on the Lake
24 - 30 - Airventure 2017 @ Oshkosh

August

12 - Family Dinner - Location TBD
19 - Board Meeting
25 - Chapter Meeting 7:30 pm, Jim & Monica Woolard treats

September

02 - Open House
09 - Young Eagles, Morris Airport 9am-2pm
10 - Young Eagles Rain date
16 - Bruce & Cindy Limbach Annual Pig Roast
22 - Chapter Meeting 7:30 pm, Warren & Linda Roddy treats

October

7 - Chapter 95 Young Eagles at Joliet Airport 9am - 2pm
14-15 - Red Bull Air Races - Indianapolis, IN
27 - Chapter Meeting 7:30 pm, Bill & Mary Jo Shain treats

November

17 - Potluck and Chapter Meeting 6:30 pm

December

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

Pot of Gold at Mark and Shelly Molle's



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NEXT MEETING: Friday, June 23, 2017 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.