

Blue Sky Aero

As the weather is getting nicer and people are finally starting to come out to the airport again, you may notice it is quiet around the Blue Sky Aero trailer and main hangar. As you may or may not know, the City of Morris decided to build a larger parking lot this spring to fit their long-term airport plan in the space occupied by the Blue Sky trailer and main hangar. So, at the end of December, Bruce and Cindy moved out. No worries, though, as Blue Sky intends to keep on flying at Morris. They look forward to making more tailwheel pilots, Stearman lovers, providing transition experience in the RV-8, acro in the Pitts and RV-4 training.

Blue Sky has received FAA authorization to offer transition training in an RV8!

In the next month or so, Blue Sky will proudly be able to offer RV-8 transition flight training. Transition training is designed to convey the basic knowledge to fly an RV safely. According to Federal regulations and insurance requirements, this training is specific to transitioning pilots into the RV.

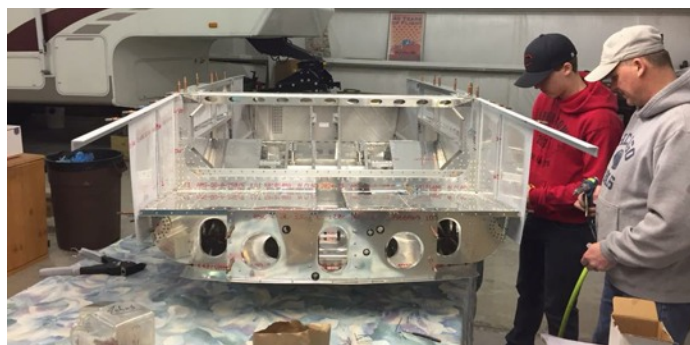
They will also continue to provide tailwheel endorsement training and basic proficiency training in the Citabria.

All details can be found at the Blue Sky website: www.blueskyaero.com



RV-12 Update

More progress is being made all the time on the RV-12 project. Tom, Justin, and Nathan Ellis joined Mark Molle on Sunday, March 18th for another build day.



From The President ...



Hi all,

Well, we adjusted the time on 3-11 so it gives us more daylight in the evening and the 1st day of spring has arrived on 3-20. Now is the time for Mother Nature to cooperate and provide some nice flying weather for everyone to get outside and enjoy ☺

It has been pretty quiet with Chapter 95 activities lately not much to report

on to date however activities are sure to pick up as soon as the weather breaks. Tom and I worked on the RV-12 Kit on Sunday as we are seeing progress with the fuselage and will be matching up the empennage soon. Can't wait to get started with the Finish Kit so we can get her on the gear and looking like an AIRPLANE!

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 - February 23, 2018

Meeting called to order @ The Grundy County Farm Bureau @ 7:30 pm by President Mark Molle with 23 in attendance.

Pledge of Allegiance recited.

Secretary's Report ~ Warren Roddy: Accepted as reported in our December 2017 Newsletter.

Treasurer's Report ~ Jacque Nawojski

Income: \$4,057.00

Expenses: \$3,095.57

Young Eagles Fund: \$4,232.73

Available Funds: \$3,951.00

Guest: Don Matteson who is a regular attendee at the Morris Airport Committee meetings

Old Business

Holiday Party at the Autobahn Country Club: A good time was had by all. Preparations went smoothly and the food was delicious. Many thanks to Rita, Jacque, Kelly, and Jack Matravers for all their hard work putting this event together. Also, thanks to Jana for another great video of our Chapter's "Year in Review". The banquet even made a profit (for the 1st time) due to a great response for raffle tickets.

New Business

Young Eagles Air Academy: Our Air Academy candidates this year are Nathan Ellis and Nathan Kwiatkowski. After Mark's announcement that we were in need of applicants to send, we received applications from these excellent candidates. The committee and board agreed we would send both boys and it's confirmed that that there are camp openings available for both boys. (Also, we have \$815 in Young Eagles Flight Credits toward the camp.)

Mnemonic Check Sheet for Aviation Safety Check (Acronyms): Mark Molle reviewed and provided handouts

that listed and explained many aviation acronyms such as CIGAR, CGUMPS, and TOMATO FLAMES.

Guest Speaker Opportunities: Mark went thru a list of 42 Aviation-based speakers from the Chapter Leaders Event. There was some group interest in two of the speakers—AOPA ambassador Andy Miller and Young Eagles Representative Carol McCabe.

Chili's Give Back Program: There was a discussion on whether we want to participate in the Chili's fundraiser this year. No conclusion was reached.

Treats: Jacque noted we are in need of treat providers for our monthly meetings. If you'd like to sign the treat list we have several open months.

Miscellaneous Discussion:

Charlie Gibbs (at the request of AOPA) took a hand poll on how many were flying using a 3rd Class Medical vs. the new Basic Med. The results were 9 pilots using 3rd Class Medical and 3 using Basic Med.

Lee Brinley noted that Randy Michael wishes us well from his new home in Kokomo, Indiana. Randy is doing well after his shoulder surgery. Mention was made that we should do a fly out to visit.

Project Updates:

Lee Brinley reported he is converting his project to a paperweight!

Glenn Vokac has hung his engine and he's doing well on his RV8. Between working 2 jobs and traveling to Mt. Prospect for work he's somehow finding time to work on his project! He's about a year away from completion.

Glenn reported that Michael Foss is changing jobs—he’s been hired as a pilot by United Airlines. This is probably going to slow Michael’s RV8 progress down a little.

Doug Harford is working on replacing one of the back side windows on his Kitfox

The RV12 fuse is ready to skin. They have moved the completed empennage to Mark Molle’s hangar. Mark needed to borrow some dies that Bob Kopeika had from his RV12 build and Bob graciously mailed his dies to Mark.

Tom Ellis reported they are making good progress on the Avid. The engine, prop, spinner, cowling, windshield, and turtle deck are now on.

Guest Speaker:
EAA Chapter Video

Treats:
Homemade Apple Slices were provided by Jacque and Larry Nawojski. They were great! Thank you!

The Flying Siegfried Family

From General Aviation News, March 11, 2018, By Tom Snow
(<https://generalaviationnews.com/2018/03/11/flying-siegfried-family/#more-117371>)

Many pilots dream of owning a high performance plane and actively flying it at 88 year of age.

And other dream of passing on a love of aviation and raising children and grandchildren who solo at a young age and carry on the family tradition.

These dreams and more are being lived today by Bob Siegfried of suburban Chicago, who is known in many aviation circles as “Old Bob,” because his son, Bob II, often attends the same fly-ins.

electrician’s mate,” Siegfried continued. “I attended college for two years on the GI Bill and got my instructor rating before being hired by United Airlines as a DC-3 co-pilot at 21.”

In 1958 Siegfried transitioned into Convoirs as a captain. As his career progressed, he flew left seat in the DC-6, DC-7, Caravelle, 720, 737, DC-8, DC-10, 767, and finally, the 747. Siegfried flew for United for 38 years and 38 days and retired “kicking and screaming” 28 years ago due to the age 60 rule in effect at that time.

“I learned more from flying the DC-3 than any other airplane,” he added.



The flying Siegfried family caught in formation by Bob Burns: At the top of the photo is Rand flying his 1964 Beechcraft E18S, next is Rick flying his North American T-6 Advanced Trainer, then Bob II flying his 1965 S35 Bonanza, while “Old Bob” is flying his 1943 Boeing Model 75 (a Stearman).

At age 14, Siegfried used money he earned from caddying at a local golf course to buy a ride in a J-3 Cub with flight instructor Marion Cole, who would later become famous as an air show performer and 1952 U.S. Aerobatic Champion.

“I quit high school to work as an airport line boy and then joined the Marine Corps and was trained as an aviation



The Siegfried family, from left, Rick, Rand, “Old Bob,” Thelma Jean, and Bob II.

Siegfried’s ratings earned through the years include glider, single and multi-engine Private, Commercial, Instrument, and ATP. He also holds single and multi-engine seaplane ratings, plus an unrestricted Lighter Than Air Balloon rating.

Although he quit logging non-airline flights many years ago, he estimates his flight time totals somewhere in the 35,000 to 40,000 hour range.

“I have about 40 hours in the Goodyear Blimp,” recalls Siegfried, “because in the early 50s I was invited to instruct the crew how to operate their brand new ADF and VOR receivers. Back then there was not much traffic at O’Hare and we would shoot practice instrument approaches there when the blimp was in town. After a flight it was not unusual for the crew to find bullet holes in the blimp that needed to be patched.”

Even more remarkable than Siegfried’s airline career are his “part time” aviation activities, including owning Piper and Beechcraft dealerships and a long list of general aviation aircraft, including a helicopter. He also owned a Beech Staggerwing, which he bought for \$2500, and Bonanza serial number 10, which he took in on a trade. Sadly, the Staggerwing was destroyed in a fire.



Rick’s J35 Bonanza

Siegfried, who calls himself a “Beech man,” owned his Beech dealership and Joliet Air Charter at the Joliet, Illinois, airport from 1964 to 1972. Although he was not involved at the time, the company later evolved into J.A. Air Center of Aurora, Illinois.

Siegfried and his wife, Thelma Jean, had five children, three boys and two girls.

“I taught all of our children how to fly using gliders,” said Siegfried, who was an FAA Pilot Examiner for glider ratings for 17 years.

“Some of the basics were taught in a Piper Cub because it was easier to teach the point I wanted to make, but their first solos were always in a glider - on their 14th birthdays - and they all held Private Pilot Glider certificates before they soloed in an airplane,” he continued.

Today, all three sons are active pilots and the family has quite a fleet of aircraft between them. “Old Bob” owns a turbo-normalized V35 Bonanza, a Stearman and a Piper Pacer, while Bob II has an S35 Bonanza. Rick has a North American T-6 and a J35 Bonanza and the youngest, Rand, has a Twin Beech E18S.



Rick Siegfried in his T6

Rick was the only son who followed his father into the airlines and when he retired recently as a United Airlines 747 captain, several members of the family joined in on his final flight from Hawaii.

Bob II has a doctorate in geophysics from MIT, which led to a career in the oil business. He likes to fly formation with other Bonanza pilots whenever he can, especially at the annual Beech Party in October, held at the Beechcraft Heritage Museum in Tullahoma, Tennessee.



Jessie and Bob II with the couple’s Bonanza. (Photo by Glenn Olsen)

Rand worked in the toy industry and he and his wife currently live on a boat in Sausalito, California, across the bay from San Francisco. They are planning to move to the Alpine Airpark fly-in community near Jackson Hole, Wyoming, where they currently own a hangar which was

the site of a family gathering to watch the total eclipse in 2017.



Rand with his Beech 18 in the hangar on jacks.

For several years Rand and his family lived north of San Francisco at the Pine Mountain Lake Airport, which was in the path of the recent wildfires, but his former home did not go up in flames because the area was burned out from a previous fire that came within a mile or so.

Two grandchildren are pilots and both of them followed the family tradition of soloing a glider on their 14th birthdays.

Rand's daughter, McKinley, helped build her Legend Cub from a kit received on her 16th birthday and she flew it solo from California to Oshkosh three times. The first solo in a powered plane for her younger brother, Cormac, was in his grandfather's Stearman.

Bob, Bob II, and Rick all live at Brookeridge Airpark, in Downer's Grove, Illinois, 20 miles west of downtown Chicago, where most of the homes have hangars.

With Rand and his family in California, it became routine for Bob and Thelma to fly their turbo-normalized Bonanza west to visit and, when the winds cooperated, a few of their eastbound trips home were made non-stop at the flight levels.



Thelma Jean and "Old Bob" with the popcorn machine Bob donated to the Beechcraft Heritage Museum. He mans it personally each evening during Beech Party Happy Hour.

In addition to the annual Beech Party, the family gathers each year in Oshkosh at AirVenture, where they camp. Rick served a term as president of EAA Warbirds of America and Bob volunteers on the popular narrated tram ride.

"I'm the luckiest guy in the world." concludes Siegfried. "I've never had to work a day in my life because I've always gotten to play with airplanes."

A Quick Trip To Oshkosh

On Sunday, March 18, the weather finally broke with temperatures getting into the 50s and NO WIND! Mike and Alex Ruffatto decided to take advantage of the beautiful day and fly up to OSH and visit the EAA museum. This flight even served lunch at 5000ft. :)



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.

March

23 - Chapter Meeting 7:30pm,
24 - Board Meeting @ Doug Harford's hanger in Mazon

April

27 - Chapter Meeting 7:30pm, Pete & Marry DeCraene treats

May

5 - Family Dinner Night @ The Patio in Bolingbrook
19- Kankakee Young Eagles 8am - 12:00pm (tentative)
18 - Chapter Meeting 7:30pm,

June

9 - Young Eagles, Morris Airport 9am-2pm
10 - Young Eagles Rain date
22 - Chapter Meeting 7:30pm, Tony & Jenny Madonia treats
23 - Mark & Shelly Molle IL51 Fly-in/Drive-in

July

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,

October

26 - Chapter Meeting 7:30 pm,

November

16 - Potluck and Chapter Meeting 6:30 pm

December

07 - Pizza Party, Movie Night and Ugly Sweater Party

TREATS Needed

Please note that we still need people to sign up for treats for the March, May, September, and October meetings. If you would like to bring treats to one of these meetings, please let Jana or Mark know. We will also have a sign-up sheet at the March meeting. Thanks!

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NEXT MEETING: Friday, March 23, 2018 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.