



Get Your Tickets NOW!

**Chapter 95 Annual Holiday
Banquet**

Saturday, January 11, 2020

**Cocktails (cash bar) - 6:00 pm
Dinner - 7:00 pm**

**Location: Syl's Restaurant Banquet Room
820 Moen Avenue
Rockdale, IL 60436**

Tickets: \$30.00 per person

Now is the time to get your tickets for the Chapter 95 Annual Holiday Banquet. This is a time for **FRIENDS, FUN, and FOOD** and is open to **EVERYONE and ANYONE!** You do not need to be a Chapter 95 member to attend. The more, the merrier, so invite a friend or 2 to come along and see what we are all about!

Tickets will be available at the November Chapter Meeting or you can send Jacque a check (payable to EAA Chapter 95): Jacque Nawojski, 1603 Devonshire Ln, Shorewood, IL 60404

RAFFLE PRIZE IDEAS: We would love to expand our raffle prize list. If you have a prize to donate or know of a person or place that might donate one, please let Cathy Needham know by calling 630-484-8486 or email roncathy67@gmail.com



November Chapter Meeting

**THIS FRIDAY, Nov 15th @
6:30pm**

Grundy County Farm Bureau

**Last Chapter Meeting of 2019 &
POTLUCK DINNER**

It felt like we had a short summer and for sure a non-existent fall, so come get warmed up and have some good food and fellowship with your AVIATION FRIENDS at our last chapter meeting of 2019.

The chapter will be providing Italian Beef and buns, please bring your favorite dish to pass!

Elections: We will be conducting elections for the following positions - Vice-President, Secretary, and 3 Board Member positions. Please consider helping out and throwing your name in the ring. If you are interested in any of the positions, please contact Glenn Vokac (630-346-0432 or email glennrv8@comcast.net). I've heard it said by the current officers that being an officer has been great because they have gotten to know most all of the members!

Hope to see everyone there!

**Pizza & Year-In-Review Movie
Night**

FRIDAY, Dec 13th @ 6:30pm

Grundy County Farm Bureau

It was decided that this year for our December Pizza and Movie Night, we would show past Chapter 95 Year-In-Review videos. The first video was done 15 years ago in 2005! It has been awhile since we've looked back and reminisced, so we thought it would be fun and entertaining to show some of the older videos that aren't posted on the website. For those of you that weren't involved in the chapter back then, you can see what we were up to and for those of you that were involved, you can re-live the fun times.



President's Note...

Greetings Chapter 95 family!

I'd like to start by sending out a big Thank You! to all our veterans, as this newsletter will likely be coming out on Veterans Day.

I'd also like to invite all of you to our November meeting this Friday. This month's meeting is not really a true meeting, but is our pot-luck dinner and of course, our elections! Based on what I was hearing at last month's meeting, it sounded like we might actually have more than one person running for some of the officer positions and more candidates to be board members than openings, so you really need to show up and vote for the

candidate you think will best represent the direction you'd like to see the chapter take in the future! I'm also pretty sure it's not too late to put your own 'hat in the ring' for any of these positions, if you really want your voice to be heard (contact Glenn Vokac to be sure)! It's actually not that much work and it's very rewarding to be a part of the chapter's leadership! That said, the next best way to make your voice heard and be a part of the future direction of this chapter is to come to the meetings! I'm hoping to make them even less formal than they already are and make them more interactive, so everyone feels they have a voice in the decisions being made. We'll see how that plays out, but for now, as winter descends upon us and we don't have a "normal" meeting until February, be thinking ahead to next year and any ideas you have that we can try to implement or improve upon!

See you Friday!
Brian

Chapter 95 Meeting Minutes October 25, 2019

Meeting called to order at the Grundy County Farm Bureau @ 7:30 pm by President Brian DePung with 27 in attendance.

Pledge of Allegiance recited.

Secretary's Report - Jacque Nawojski for Warren Roddy: Minutes accepted as reported in our October Chapter Newsletter.

Treasurer's Report ~ Jacque Nawojski

Income: \$71.00

Expenses: \$79.73

Young Eagles Fund: \$3,741.35

Available Funds: \$3934.59

Old Business:

Our Board and officers met on October 17, 2019 and voted to appoint Brian DePung as Chapter President to fill Doug Harford's remaining term for 2019 and all of 2020.

Taildragger Tuesdays are a big draw for our Chapter and we owe Matt and Jana Trofimchuck a big thank you for running this event!

New Business:

Our annual Holiday Party will be January 11, 2020 at Syl's Restaurant Banquet Room in Rockdale. You can buy your tickets from Jacque. Also, we need Raffle Prizes for the Banquet—both donations and suggestions.

There was discussion on resurrecting the 50/50 raffle for our monthly meetings or possibly a prize instead. The general consensus was that we have funds available to pay for the meeting room so we don't really need or want a raffle.

The November 15th meeting is a Pot Luck Dinner at 6:30 PM and Election Night. We will be electing a Vice President, Secretary, and 3 Board Member positions. The duties for these officer and board member positions were reviewed. It was suggested that we should consider rewarding our officers and board members to generate more interest for these volunteer positions.

Nominations that were received and seconded were:

Vice-President: Tom Ellis

Secretary: Tony Madonia

Board Members: Ron Needham, Priscilla Kenney, Joe Saltzman, Lucas Crater

If there are other nominations or interest in running please notify Glenn Vokac (who will run the election) or Warren Roddy.

For the November 15th Pot Luck Dinner: The Chapter will furnish Italian Beef, buns and water. (Norma Limbach volunteered to bring the beef and buns, and Matt Trofimchuck will bring the water.) Everyone else please bring a dish to share.

Warren Roddy updated our Chapter By-Laws to reflect the changes (for election of officers) approved in 2016.

We determined the December 13th Pizza Party and Year-In-Review Videos is a go for 6:30 PM at the Farm Bureau.

John Limbach noted there are 6 spots remaining for the CPR Class on November 14th. This Class is scheduled for

Thursday night at the fire department in coal City from 6 to 9 PM. The address is 1445 South Berta Road.

Jacque Nawojski noted that the Young Eagles airport sign needs to be refurbished. John Musgrave will take a look and determine what can be done.

Please fill out the Chapter Survey that was emailed from EAA Headquarters.

Tom Ellis is looking for Chapter support for the “Home for the Holiday” lighted parade in Morris. He will provide a lighted float with pedal planes and is looking for volunteers to provide kids to ride on the float. He needs approval to use EAA likeness and Insurance. This Parade steps off at 5:30 PM on Friday November 29th.

Other News:

Matt Trofimchuck has obtained his FAA Rating as an Airframe and Powerplant Mechanic. Congratulations!

Bill Shain flew his 100th Young Eagle this year!

Tom Ellis reported he participated in the Chapter 15 Poker Run. The weather was marginal but they still had over 20 planes. The cookout and prizes afterwards went really well; and Tom took 2nd Place!

Lee Brinley has been attending the IMC Club Meetings at Aurora. At a recent meeting they had a Controller from Chicago Center who put on a very nice program.

Lee Brinley’s Adept Engine for his Lancair ESP has made it to the Continental USA!



Can You Make It Through This Quiz Without A Violation

(From <https://www.boldmethod.com/blog/quizzes/2019/10/can-you-avoid-a-violation-with-these-6-questions/>)

How well do you know the FARs?

(Answers on Page 7)

1. Do you need to tell your passengers to use their seat belts before you taxi?
A) Yes! B) Nope
2. Adults can hold children in their lap for takeoff as long as the child is:
A) 1 year old or less B) Under 2 years old
C) 3 years old or less D) Never
3. You’re taking a friend on a trip, and they want to split fuel costs. Can you ask them to split parking and tie-down fees too?
A) Yes! B) Nope
4. If you’re flying your own plane, can you ask your friend to pitch in \$50 for the upcoming annual inspection too?
A) Yes! B) Nope
5. You’re flying over a city. You need to remain 1000’ above the highest obstacle within what radius of you?
A) 500 feet B) 1000 feet C) 1500 feet
D) 2,000 feet E) 2,500 feet F) 3,000 feet
6. For a night VFR flight, how much fuel do you need to carry past your first point of intended landing?
A) 15 minutes B) 30 minutes C) 45 minutes
D) 60 minutes E) 75 minutes F) 90 minutes

Why Every Pilot Should Practice Power-Off 180 Landings

From Boldmethod: <https://www.boldmethod.com/learn-to-fly/maneuvers/why-every-pilot-should-practice-power-off-180-landings/>

It's unlikely you'll ever have an engine failure abeam the aim point markers on downwind...so why are power-off 180s so important to practice?

What Exactly Is A 'Power-Off 180?'

Performing a power-off 180 is just what it sounds like. Abeam an aiming point on downwind, engine power is cut to idle (at or below 1000 feet AGL per ACS standards), and you maneuver to land as close to that preselected point as possible. Most pilots pitch for best glide speed, at least initially, to improve chances of making the runway point.

While it's not usually a required maneuver for private pilots, it's a great maneuver to practice for any pilot. The ACS has the following standards for maneuver completion: "Touch down within -0/+200 feet from the specified touchdown point with no side drift, minimum float, and with the airplane's longitudinal axis aligned with and over the runway centerline."



But this maneuver doesn't realistically depict what to expect during an actual engine failure and emergency landing, so why are they so important? Bear with me...

Simulated Landing Points

Unless you fly in North Dakota, you can't just land anywhere. Water, forests, and densely populated areas make emergency landings tough. While power-off 180s may not accurately depict real-life landing conditions, they do hone in the importance of landing on a pre-selected spot.

Your goal during a power-off emergency landing is a descent to landing following the format of a traffic pattern. Straight-in power-off approaches are dangerous, because you start farther away from your landing point, and it's difficult to judge glide and sink rate.



Wind Correction

Headwinds, tailwinds, and crosswinds provide unique challenges when flying power-off 180s. Unlike a normal approach, you don't have the backup of adding power to adjust for poorly anticipated wind conditions. The power-off 180 is the perfect way to learn how to control your descent path, while adjusting to compensate for wind.

Example 1: As you fly your downwind, you notice a high groundspeed with a corresponding tailwind. As you pull the power back, you'll need to make a base turn towards the runway sooner than normal. You'll be fighting a headwind and low groundspeed the whole way in on final.



Example 2: On downwind, you experience a headwind. As the power is brought to idle, extend your downwind before making a base turn to prevent over-shooting your landing spot.



Adjusting for differing wind directions and speeds takes practice, and is one of the biggest reasons practicing power-off 180s is so important. Over time, you'll get a feel for how long you need to wait before making a base turn.

No matter the situation, improving this skill set important for any pilot.

Increasing Your Descent Rate

Need to lose altitude? Try entering a forward slip. In most airplanes, you'll add full rudder in the direction away from the wind, while simultaneously using ailerons to maintain safe bank and directional control. This maneuver exposes a larger portion of the airplane's fuselage to the free air stream, resulting in significantly increased parasite drag. You'll be able to descend quickly, and get back on glide path.

The best way to use forward slips in this case? Treat them as step-downs. Enter a forward slip for a few seconds, lose altitude, exit the slip, and re-consider your glidepath to the runway. If it looks like you'll need to lose more altitude, enter the slip again. Repeat. This way, you'll reduce your odds of undershooting the runway.

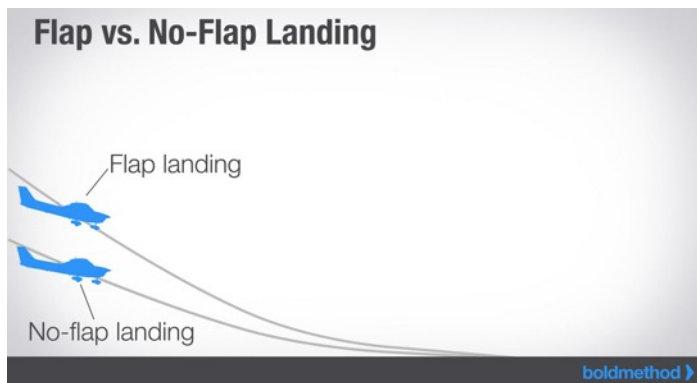
S-Turns are another way to increase descent rates for landing. By turning, you'll simultaneously increase ground track, while lift is directed horizontally. Both factors result in a greater descent compared to straight-and-level flight. Be careful not to over-bank or use s-turns as your only way of losing altitude. They're generally not the best option, because you de-stabilize your approach.

Each of these maneuvers exemplify another important lesson learned from power-off 180s. If you're caught in a situation where altitude loss is necessary, these skills will pay off in a big way.

Configuration

When should you add flaps? It all comes down to descent path. If you feel that you're high, start adding flaps. But avoid putting flaps to full right away. Like the forward slip, use flaps incrementally, to ensure you don't overshoot or undershoot your target.

There's nothing worse than adding full flaps, only to discover you didn't actually need that high of a descent angle and risk undershooting your landing point. And once you add flaps, don't take them out, especially down low. Retracting flaps with no power results in a significant sink rate - and possibly more than you can recover from, even with power. Don't add flaps, and especially full flaps, until you're absolutely certain you'll make your landing point.



Ground Track

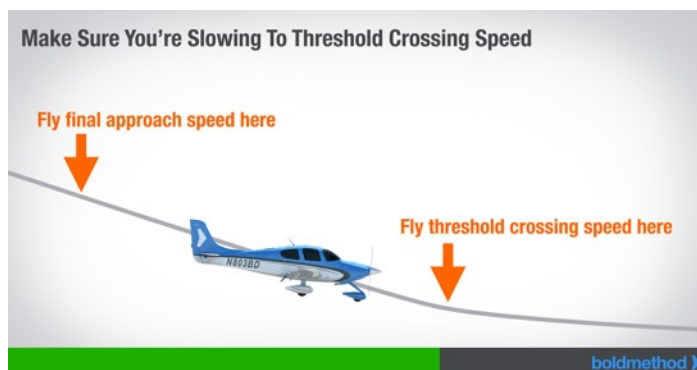
It's not all about how the plane is set up or which maneuvers you choose to fly. Your ground track directly affects your descent path.

Squared turns from downwind-base-final result in more time spent in the air, steeper turns, and more altitude loss. Making a continuous turn, or nearly continuous, typically sets you up for a better final approach.

Speed Control

Throughout the entire power-off 180, speed control is key. As power is brought to idle, pitch for best glide speed. It'll give you the best shot of making the runway, and helps you judge your best glide ratio. Flying too fast or too slow means risking gliding distance.

Be careful when flying over approach speed as you get close to the runway. You'll risk floating and missing your touchdown point entirely.



Differing Glide Ratios

Every airplane glides differently at idle power. Some fly like a glider, and some like a brick. Practicing power-off 180s in a variety of airplanes demonstrates the importance of understanding your airplane's aerodynamics.

That way, when you're ready to fly a new bird, you'll feel much more comfortable preparing for emergencies.

A lot goes into flying a perfect power-off 180. Getting proficient in this maneuver don't just apply to engine-out situations, it helps you plan out any approach to landing.



EAA Chapter 95 Membership Form



Date: New Member Renewal

Address change or correction: Yes No (Please check one)

Name:

National EAA Number: **Expiration Date:**

Spouse's Name:

Children's Names:

Address:

City: **State:** **Zip:**

Home Phone: **Cell Phone:**

E-mail Address:

Certificates Held:

Projects, Aircraft owned, Aviation Interests:

Areas of Interest (Please check all that apply)

- Meeting and Flying activities
- Welcome and Social Committees
- Budget and Finance
- Young Eagles (Organization, Ground Crew, Pilot, Office Crew, etc)
- Fly-Ins, Dinners, Poker Runs
- Builder's Support
- Membership recruitment
- Newsletter and website
- Other (Please describe)

Renewal and New Member Dues: \$25.00 (Member Only) or \$35 for Member and Member's Spouse
Name Badge: \$8.00 each (Name(s) on Badge: _____)

Please fill out this form and send it with a check made out to **EAA Chapter 95** for \$25.00 or \$35.00 plus \$8.00 or \$16.00 for optional name badge(s). Send check and form to:

Jacque Nawojski
EAA 95 Treasurer

1603 Devonshire Ln
Shorewood, IL 60404

2019 Chapter 95 Calendar of Events

November

- 14 - CPR Class 6pm @ Coal City Fire Station 2
15 - Potluck and Chapter Meeting 6:30 pm @ Grundy County Farm Bureau

December

- 13 - Pizza Party/movie night 6:30pm @ Grundy County Farm Bureau

Reminder: 2020 Membership Dues

Please remember to pay Jacque for your 2020 membership dues. Dues are \$25.00 for the year or \$35 for you and a spouse.

You can pay Jacque at the November Chapter meeting, when you buy your Banquet tickets, at the holiday banquet in January, or send her a check anytime in the mail. The membership form is on Page 6 of the newsletter.

Please make the check out to EAA Chapter 95. If you mail it, address to: Jacque Nawojski, 1603 Devonshire Ln, Shorewood, IL 60404.

Answers to "How well do you know the FARs?"

1. A) According to 91.107 (a) (2), you need to notify passengers to use their safety belts prior to taxi.
2. B) According to 91.107(a) (3) (I), children under 2 years old can be held for takeoff
3. A) FAR 61.113 (c) allows you to split airport expenditures equally (prorata), so it's ok to split the fees.
4. B) You can't split maintenance costs, FAR 61.113 (c) only allows you to split direct costs.
5. D) According to 91.119 (b), you need to be 1000' above the highest obstacle within 2000'.
6. C) According to 91.151, you need 45 minutes of reserve fuel at night after your first point of landing.



The only day of flying when the weather was good and the leaves had started turning! :)

Chapter 95 Officers:

- President:** Doug Harford
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douglas.harford@gmail.com
- Vice-President:** Brian DePung
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- Treasurer:** Jacque Nawojski
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- Secretary:** Warren Roddy
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Nick Scholtes
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Tom Ellis
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Appointed Positions:

Safety Officer: Matt Kwiatkowski
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Matt@kwiatkowski.com

Membership Coordinator: John Limbach
(815) 791-6620
Johnjohnhere@comcast.net

7900 E Chickory Lane
Coal City, IL 60416



NEXT MEETING: Friday, Nov 15, 2019 at 6:30pm

**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.