

EAA Chapter 95 Meeting

THIS FRIDAY, Mar 29

Grundy County Farm Bureau

7:30pm

Even though we've had a couple events since our last meeting, it's been a couple months since we've gotten together. So please put it on your calendar and plan to come out and enjoy some time together at our EAA Chapter 95 meeting THIS FRIDAY at the Grundy County Farm Bureau.

EAA Chapter 95 - Day At The Range

The EAA Chapter 95 day event on Saturday, April 13 turned out awesome, as a good time was had by all our members who participated. We had 14 members shooting and a few stopped by just to check it out and socialize. Dave Windsor with Sights On Solutions and his team did a great job of hosting this event for us. Dave is a very enthusiastic instructor with a passion for firearms training and safety. This gathering of fellow aviators was a lot of FUN!

Blue Skies,
Mark Molle

Thanks to Mark for organizing this fun event for everyone.

Family Game Night

There was a small turnout for the first attempt at a Chapter 95 Family Game Night on Friday, March 29, but those that came had fun. According to Lucas Crater - "Had fun tonight playing UNO with the few members who showed. Intense game full of laughs and dirty moves. But I think everyone enjoyed it."

As you can see we are starting to try a few event ideas. Lucas is also trying to see if there is interest for an RC flying event. Any and all ideas are welcome - if it's something you are interesting in doing, most likely there will be at least a few chapter members interested too!



From The President ...

Family



During our lives we have several families. The one we are born into, the one we make and raise and grow with, we have a “work family,” and we also have a “Friend Family.” Chapter 95 has become a “Friend Family” to many of us. Friends that we can depend on like family!

It was never more evident than my recent dunking in the Illinois River. After realizing I was ok, it became apparent I had just ruined my friend family’s favorite toy of the moment! It was upside down floating down river. Questions like how can we secure it? How will it be recovered? Soon became how do I get out of here? Who do I call? What do I do?

By the time I was recovered and dry, my friends were hard at work on the recovery efforts. They found it and were towing it down river to Morris where others were already planning to lift it out. As with most plans there were successes and setbacks to the recovery, but my friends were hard at work adjusting and changing the plan to recover my blunder. I was overwhelmed by the response and effort. The next morning most came back and helped when the crane lifted it out and they trailered it home. By that evening the engine had been run, oil changed several times, avionics and electronic removed and in dehydrator, and wings removed. All with the help of friends I think of like family.

In chaos we need people in our lives that we can depend on. My Chapter Friends showed once again they are those people in my life. My traditional family was there as well, doing all they could to help. But when I saw my Chapter Family doing everything possible to recover the Float Fox from the river, I was overwhelmed and knew I was being treated like family. Thank You all!

Doug

Taildragger Tuesdays have Officially Started

On Tuesday, April 16, the weather finally gave us a reprieve from a LONG, COLD, WINDY Winter and Spring and Taildragger Tuesday was BACK ON! There were quite a few people and planes that came out to enjoy flying, friendship, food, and fun. Hopefully this is the start of a great 2019 flying season. 2018 was not as kind, so we are due for a good year. After last week and this wonderful Easter weekend, I can say that I am officially out of winter hibernation! Hope to see a lot of people out and about at the airport.



Getting Ready For Young Eagles

We are finally getting some sunny skies and warmer weather. Soon our first Young Eagles event will be upon us. Our first Young Eagles Day is scheduled for Saturday, June 8th. Jacque already sent out an email with some flyers. We hope you will print those off and hand them out at your kids/grandkids events, give to neighbors, co-workers, etc. One year, Mark Molle asked his local pizza delivery place if they would include a flyer when they delivered pizzas. There are plenty of creative ways to get the word out. We would LOVE to have a great group of kids to fly in June and in order to do that, we need to advertise and get the word out.

Youth Protection Program

Are you planning to help as Ground Crew and Support or as a Pilot for Young Eagles? If so, have you taken the Youth Protection Training or did you take it when it first came out and so it has expired or have you never taken it? Please make sure you take this training and let Jacque Nawojski know you are current (email jen.norton1943@sbcglobal.net). It is SO EASY! It only takes 10-15 minutes and is very simple and straight-forward. If you have any questions, please contact Jacque.

I wrote this article for the September 2007 newsletter and I stumbled upon it recently and thought it would be a good one to reprint. Hopefully this gets you excited about flying kids and/or helping with our Young Eagle Day!! Everyone is welcome to come out on Saturday, June 8th to help out. Please contact Jacque (jen.norton1943@sbcglobal.net or 708-508-2620) if you can help.

“The Best Group of Kids”

By: Jana Trofimchuck

Every time I fly Young Eagles I think “this is the best group of kids I’ve flown”. Well, this round of kids I flew on Saturday, Sept 8th was once again “the best group of kids I’ve flown”. I never get tired of hearing the kids say “cool” and “this is awesome”. It is the best feeling in the world to be the person that is able to give a child their first airplane ride. I flew 10 kids this time around and as always they were all so polite and appreciative and fun to fly with. A lot of the kids I flew had never been in an airplane before, not even a commercial airliner. Amazingly, none of them were scared or apprehensive. I can’t say the same for their parents. I had to reassure a couple moms/grandmas I would bring their son/daughter back safe and sound and all but guaranteed their child would have a great time. True to my word, they all came back safe and sound, as well as with the addition of a huge smile that just wouldn’t go away.

As much fun as it is to give the kids an airplane ride, it is just as much fun to talk to the families before and after. The parents are so excited to take pictures of the kids inside the airplane with their headset on. They seem so amazed that I will let them come out by the airplane and take whatever pictures they want. To me, that is half the fun. After the ride, it is fun to explain to the parents that we flew over their house and the kid’s school and other interesting landmarks. This Young Eagles day there seemed to be more memorable quotes than the usual - cool or awesome, so I decided to put my favorite quotes into a Top 5 list.

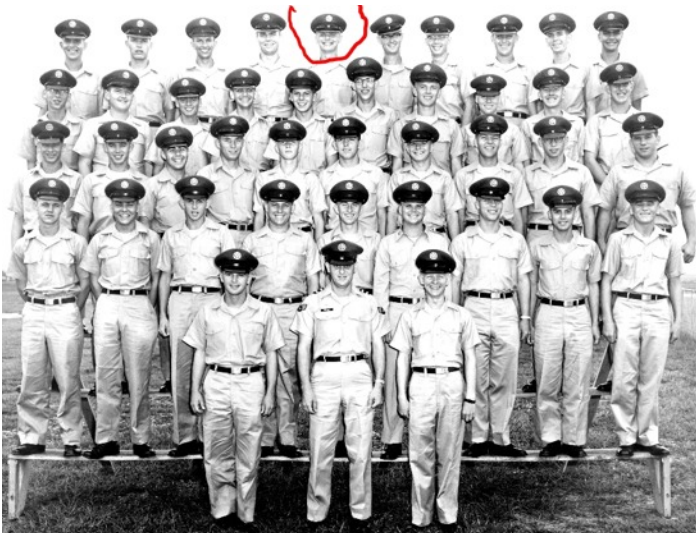
Top 5 Young Eagle Quotes

5. Are you doing this again? Can I come back?
 4. I was going to save my entire allowance so I could take a plane ride and then we found out about this.
 3. I’ve never been in an airplane before (big or little), but I’ve been in a limo.
 2. Is this considered a luxury airplane? (Editors Note: we were in our Super Decathlon)
- And the #1 quote of the day...
1. This was the best day of my life!!!!

MILITARY HISTORY OF LAWRENCE H NAWOJSKI

Boeing 707

I flew BRANIFF ARLINES from Chicago's O'Hare Airport to San Antonio Texas. I don't remember much about the flight. It seems like I got to Texas all too fast.



**Lackland Air Force Base, Texas
24 August 1962 - 4 October 1962**

3720th Basic Military School
Air Training Command
5 weeks in Basic Training

We were a bunch of kids (young men?) that didn't know each other. As a training squadron, we learned to work and march together.

I remember the first military haircut. It must have taken at least 30 seconds from start to finish.

We had a big black kid in our Squadron. He had to have size 15 boots. The Quartermaster had to special order them. He did a lot of marching in the shoes he came in the service with.

The DI (Drill Instructor) seemed to be a hard assed individual. That was so he could break us down and remold us into what the Air Force needed to continue our technical training.

It took a while for us to become a cohesive unit. Hours of drilling until we knew our left foot from our right. Our last PE day, we were able to run a mile in formation and in step.

It's funny, but the Air Force Basic Training wasn't as rigorous as the Army or Marines.

I remember the bus trip to Keesler AFB, Mississippi. It took most of the day just to get out of Texas.



**Keesler Air Force Base,
Mississippi**

4 October 1962 - 14 August 1963

3392nd School Squadron

3380 Technical Training School

Transferred to Keesler AFB, Mississippi for almost a year of Technical Training in Airborne Navigation Equipment Repair.

I remember...

- a barracks inspection. The boys from the South were pretty funny. The inspector asked one of the boys from Tennessee why there was dust under his Bunk. He replied,

“Well, you have to let it build up before you can plow it”.

- the chow hall at Keesler serving “tube steak” (hot dogs) at least 4 times a week. This was because Congress had not passed an appropriations bill for the Military and we were surviving at a subsistence level.

- the weekend a bunch of us went to New Orleans for Mardi Gras. If I recall correctly, we stayed at a low budget hotel called “The Columns” for about \$10.00 a night.

- going to Gulfport, Mississippi for the blessing of the shrimp fleet.

- the weekly parades on Saturday morning. We had to dress in Class A Uniforms and march past the Reviewing Stand.

- the school running on 3 shifts, A, B & C. I probably was on all three shifts at one time or another.

On 1 July 1993, Keesler Training Center ceased to exist and became the 81st Training Wing.



Malmstrom Air Force Base, Montana

30 August 1963 – 2 July 1965

Permanent Assignment
341st Consolidated Aircraft Maintenance Squadron

341st Strategic Missile Wing

Strategic Air Command

After training, I was transferred to my permanent assignment in Montana. It was Malmstrom AFB outside of Great Falls, Montana. This is where I got involved with most of the following Aircraft.

Boeing B-47E

There were a couple of B-47's attached to the Base, but they were being phased out by the B-52.

BOEING B-52

Since Malmstrom's runways were a little too short for the fully loaded B-52. I only saw or worked on them when they came to Montana for the annual air show.

DOUGLAS C-47 SKYTRAIN

Aaahh! One of my favorite airplanes, the good old C-47. Back In '62-'63, we had a hard time getting replacement sets and/or parts for this airplane.

The ADF (Automatic Direction Finder) Radio was supposed to lock on to an AM radio station. However, the relay in the ADF set sometimes stuck and the pointer needle continued to swing around the compass card. I told the crew chief to give the set a kick in the side (BROGAN MAINTENANCE) to release the relay when it stuck.

This particular C-47 was flying a bunch of Air Police out to guard one of the distant missile sites. Of course the ADF needle started spinning, so the crew chief gave the set a kick in the side. He looked back and all the AP's were buckling on their parachutes. The Crew chief and I had a good chuckle about that.

We did finally get a new, reconditioned ADF set and didn't have any problems.

On another C-47 I kept replacing the ADF Loop Antenna. There was a Hydraulic leak that the Aircraft Mechanics could never find. I must have changed 3 antennas that filled with Hydraulic fluid. A number of years ago, we went to the Air Force Museum in Dayton, OH and there in a hanger was this same C-47 with the same Hydraulic fluid leak in the ADF antenna.

BOEING C-97 STRATOFREIGHTER

The C-97 & KC-97 had the same brakes as the B-29 Bomber. You could hear them taxiing all over the base. Sounded like a squealing pig.

FAIRCHILD C-119 FLYING BOXCAR

A transient C-119 came into Malmstrom on a cold winter's night, 20 below zero and a 30mph wind blowing, typical Montana winter weather.

I fixed whatever problem the plane was having with its nav gear. The poor crew chief was outside trying to change a cracked windshield. Usually the crews of these old birds carried a few spare parts that they scrounged on their various missions. At any rate he would freeze to death before he could change that window. I called the line chief and told him the story. We had the plane towed into a nice warm hanger so the crew chief could change the window in comfort. I never saw a guy more grateful.

FAIRCHILD C-123 PROVIDER

No story for this one, just routine maintenance.

DOUGLAS C-124 GLOBEMASTER II

C-124, "Old Shakey". A 3 story airplane. Had to climb a ladder to the flight deck where all the Nav and Radio equipment was stashed.

One day I drove out to the HOT PAD (This plane had nuclear warheads on board). There I was tool bag in one hand, a TACAN set in the other and my Security Badge plainly visible on my uniform. This dumb AP pointed his M16 at me and demanded to see my Security Badge. The Muzzle of that M16 looked big enough to drive the maintenance truck into it. Luckily I kept my cool and didn't hit him in the head with the TACAN set. I calmly set down my tool bag the TACAN set, removed my Security badge and showed it to the idiot. Got his name, rank and serial number and reported him to my NCO. I'm sure he got his ass chewed for pointing a loaded weapon at me.

LOCKHEED C-130 HERCULES

Sometimes I don't understand the Air Force. They put the little guys into Heavy Ground Radar and us big guys into Airborne Electronics. We have to crawl around all those tiny spaces in the airplanes.

For instance, I had to change out the Wave Guide for the Airborne Radar, crawling around in that tiny nose cone. That was a real chore on that C-130. I know I couldn't bend like that now.

CONVAIR C-131 SAMARITAN

We had a project on a C131, involving the entire 341st Consolidated Aircraft Maintenance Squadron. We converted the airplane from a Radar Training Platform into the Base Commanders personal aircraft. We pulled out the entire interior beginning with the training consoles down to the bare walls. We had to redo all the internal wiring from the flight deck back. After everyone else finished their work, the interior was gorgeous complete with Royal Blue carpeting and subdued lighting.

It was a fun project and I got into places I didn't think I would fit. Of course the General was so pleased he threw a beer party for the entire squadron.

NORTHROP F-89 SCORPION

Only saw one of these in Montana. All the Nav gear was familiar and easy to work on.

MCDONNELL F-101 VOODOO

I didn't get to work on these in Montana. The Tactical Air Squadron had their own Nav & Radio Shop.

We were awakened several times very early in the morning when they had an alert and scrambled all 30 F-101's. It wasn't the jet noise that woke us up; it was when they ignited the afterburners.

Our squadrons jet mechanics worked on their J57 engines. That's why I became familiar with these airplanes. Sometimes, I didn't have anything to do, so I would go over to the jet engine shop and give them a hand removing bolts (there were plenty of those). My roommate was the NCOIC of the jet engine shop.

When we got hungry late at night, we would go over to the TACTICAL Mess Hall and have breakfast. It was the only chow hall on base open 24 Hours. I wondered where those extra pounds came from.

LOCKHEED F-104 STARFIGHTER

Had one of these come in for one our Air Shows. It's the first time I saw an airplane go straight up after takeoff.

SIKORSKY CH-3C

We had 3 of these in Montana. I was only in Montana 3 Months when they sent me back to Keesler AFB, Mississippi to attend a class on the Radar Altimeter.

When Viet Nam started heating up, they sent 2 CH-3C's to Hawaii and soon transferred me there. I was one of the few familiar with the Nav Systems on these helicopters.

BELL UH-1 IROQUOIS

We had a bunch of Huey's in Montana to support the missile sites. The only problem with ours was they could not fly in inclement weather because they were not IFR rated.

We did a modification on one of our Huey's. We added a TACAN system, complete with instruments and wiring. The first time we turned on the system, there was a puff of smoke.

You never saw four guys move out so fast. Good thing it was in a hanger and not flying. Luckily the circuit breaker popped minimizing any damage to the system or the helicopter.

It was only an experiment. I don't know if they converted any others. Because, I was soon transferred to Hawaii.

SIKORSKY H-19

Worked on the ADF's on these helicopters. We had 3 in Montana.

GRUMMAN HU-16B ALBATROSS

Learned about these at Keesler AFB, Mississippi. Took a tour of them when I was in training.

BOEING KC-97 STRATOTANKER

A C-97 with a Stinger, assigned to the Air Refueling Squadron on base in Montana. Oh, those B-29 brakes.

BOEING KC-135 STRATOTANKER

Usually worked on these when they came in for the Annual Air Show the base put on for the locals.

CESSNA O-2 SKYMASTER

Had 1 in Montana, an unusual Pusher/Puller.

BELL P-59 AIRACOMET

Just saw one of these at an Air Show on base in Montana.

NORTH AMERICAN T-28 TROJAN

Had some T-28's in Montana. Mostly used by the officers to tool around the sky on weekends.

LOCKHEED T-33 SHOOTING STAR

An easy aircraft to work on, everything is in the nose. One of these crashed in the mountains while I was in Montana. They could not find the pilot until they opened the nose compartment.

NORTHROP T-38 TALON

Another airplane showing up at one of our Air Shows.

CESSNA U-3A BLUE CANOE

Another Cessna used as Missile Site Transport.

One time, a U-3 was coming in for a landing. However, the nose gear didn't want to deploy. The pilot was really good; he held the nose up until he almost came to a full stop. The nose had very little damage. After the sheet metal guys repaired the nose, we only had to replace the ILS antenna.



Hickam Air Force Base, Hawaii

**27 July 1965 – 23
August 1966**

6486th Consolidated
Aircraft Maintenance
Squadron

Pacific Air Force

I don't have many pictures of the base. I just got up, went to work and returned home every day.

When I first got there, I was put on K.P. for 2 weeks. Apparently, rank didn't have any meaning or privileges. I don't remember if I was an E-3 or E-4. But I did my 2 weeks and was never bothered again for the rest of my tour. Maybe it was because I was married and Jacque joined me in Hawaii.

The barracks I stayed in still had bullet holes in the outside walls from the Japanese attack.

I liked being on third shift. I spent a lot of time at the beach working on a beautiful tan.

Before Jacque arrived I got a Studio Apartment in Waikiki for \$100.00 a month. I even bought a 1956 Ford for \$100 and sold it for \$125 when we left Hawaii.

I made a good friend while living in the barracks. SSgt. Roy T. Sugai. He had a motorcycle and we went for a ride around Oahu one day. That was the first and last time I was ever on a motorcycle. I lost track of Roy after we left Hawaii. He was Hawaiian and had spent 2 tours in Viet Nam and wanted to go back.

MCDONNELL DOUGLAS F-4 PHANTOM II

I tried working on one of these in Hawaii. Pulled the access panel from the Electronics Bay, looked inside and put the panel back on. None of us had any experience on this aircraft or any aircraft that had all integrated systems. All the F-4's were going to Viet Nam.

SIKORSKY CH-3C

When Viet Nam started heating up, they sent 2 CH-3C's to Hawaii. I was one of the few familiar with the Nav Systems on these helicopters.

BOEING KC-135 STRATOTANKER

Had these in Montana too. When my father-in-law passed away, we were stationed in Hawaii. Jacque flew home Commercial and I got a hop on a KC-135. We flew from Hawaii to Minot AFB, North Dakota in 4 Hours. We were up in the jet stream and our estimated ground speed was 1200 MPH.

I think it was at this point that I got my hearing loss. I was sent out to an alert KC-135 that was about to take off and I had forgotten my Ear Protectors (Mickey Mouse Ears). Their radar set was malfunctioning. After I replaced the set and checked out OK, I got off the aircraft. That's when they ran up the engines for taxiing. My eardrums felt like they were folding over each from the jet noise.

One time I was working on a radar set in the shop. I forgot to discharge the pulse line the way it should be done before I started working on it. I did discharge it, through my arms. I got hit with 50,000 volts. After I picked myself off the floor, I noticed my screwdriver was stuck in the ceiling. I could not use my arms for 2 hours. When I told Jacque about it, she started crying. I asked her why? She said she did not want to be a young widow.

One day while working in an airplane (Can't remember the type.), it started to rain. It really poured, but I didn't pay much attention because I was involved with the job. When I finished, I jumped off the airplane ladder and landed in water up to my knees. It must have been one of those tropical monsoons.

We enjoyed our stay in Hawaii. It was a year long Honeymoon with no family to contend with. This final picture is of Jacque and I near The Golden Anchor, one of the clubs on Base overlooking the ocean.

I have pictures of all the aircraft I ever touched, but not enough room to show them here. Maybe I can have a short slide show.



Misc Spring Break and Winter Fun



John Musgrave - Last flight of the day at Sebring Florida with the T-6s. Flying with a group of 24 to Lakeland Sun-n-Fun.



Pete and Mary DeCraene had a nice spring break trip to North Carolina to visit their son and family and then on to Florida to visit friends.



Although they drove, Warren and Linda Roddy had fun at Sun-n-Fun this year.



Time to depart sunny Florida!



Bob and Vera Higginson try out Doug's kitfox for size. Fits them pretty good!

2019 Chapter 95 Calendar of Events

This year we are hoping to try something new and get away from the model of “traditional chapter meetings” and have more “events” instead.

Here is the current calendar of events we have right now, but keep checking as more are added. If you have ideas for events, please contact Doug Harford.

April

26 - Chapter Meeting @ 7:30pm, Grundy County Farm Bureau
26-28 - Golden Aerodrome Flying Circus Fly Out, Table
Rock Airport (MO32), Golden, MO.
<https://www.goldenaerodrome.org/>

May

18 - EAA “flying start” event (tentative, details at a later date)
eaa.org/flyingstart

June

8 - Young Eagles, Morris Airport 9am-2pm
29 - Mark & Shelly Molle IL51 Fly-in/Drive-in

July

12 - Matt and Jana Trofimchuck Ice-Cream Social @ Morris
Airport
21 - Oshkosh Family Dinner Night @ Wendt’s on the Lake
22-28 - Airventure 2015 @ Oshkosh

August

24 - Dave & Kelly Miller Riley Field Fly-in

September

14 - Young Eagles, Morris Airport 9am-2pm
21 - Bruce & Cindy Limbach Annual Pig Roast

November

15 - Potluck and Chapter Meeting 6:30 pm

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7900 E Chickory Lane
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NEXT MEETING: Friday, Apr 26, 2019 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.