



The Leader In Recreational Aviation

Chapter 1414

Vol. 2, No. 5, August 2006



The Leader In Recreational Aviation

LEADING EDGE

Airventure July 2006



Inside This Issue

President's Message
Oshkosh in a 120
IRS 501(c)3 Memo

page 2
page 3
page 5

Albert Report
Events Calendar
Oshkosh Photos

page 6
page 6
page 7

Photograph by Scott Ross

EAA Chapter 1414

P.O. Box 399
Poplar Grove
IL 61065

President

Tom Barnes
(847) 541-6072
skytop@megsinet.net

Vice President

Steve Langdon
(815) 874-5432
slangdon51@hotmail.com

Secretary

Carol Von Bosse
(815) 544-7689

Treasurer

Frank Herdzina
(815) 544-6727

Newsletter

Glenda May
(815) 337-5845
gmay6@owc.net

Mission

Statement

**Promote,
encourage
and facilitate
an environment
that fosters
safety and
high standards
in the design,
construction,
restoration and
operation of all
types of recreational
aircraft
as well as nurture.
camaraderie
and friendship
amongst all
members!**

PRESIDENT'S MESSAGE



Tom Barnes

Early in July, we received word from EAA HQ that our newsletter had been selected as one of their top five finalists and that the awards would be handed out during the convention. Last year "Leading Edge" took third place, so with the improvements that Alex implemented during the year, I had a warm and fuzzy feeling that we would be judged more favorably this time.

Well, I'm proud to announce the judges found none better than ours, and accepting the first place plaque for Alex Von Bosse, who was unable to attend, was Frank Herdzina. For the chapter, I congratulate Alex and again thank him for all his effort in producing such a high quality newsletter.

Our friends of EAA Chapter 790 also produced a prize newsletter and we congratulate them on their second place finish.

We thank last month's feature speaker, Dean May for his entertaining presentation on the FARs, parts 61 and 91 and for clearing up the difference between the laws of man and the laws of nature.

This month, our feature speaker will be Jim Hanson. Additionally, we will have short presentation by Jerry Temple of the Belvedere Police Department who will talk about their Citizens Police Academy and Hometown Security Academy programs for early response to natural and man-made disasters.

On the home front - the weekend before Oshkosh yielded one of my most fun formation flights yet. I had gone to Whiteside airport (Sterling/Rock Falls, IL) to film the (RV) Falcon Flight's advanced formation group practicing for their upcoming Oshkosh event. Following the final activities on Sunday, most of the group traveled as a flight of 16 to Oshkosh leaving me and another whom planning to go up later on, to return to Poplar Grove together. He led the way with me flying off his wing and along the way he gave me a workout. About half way home, the sky became filled with beautiful little puffballs. We broke close formation and I went in loose trail following him over, under and around the clouds. This was one of those flights that I have dreamed of since a kid. I can't imagine having more fun - unless we were doing inverted flight over the tops or if he was the bogie and I had a set of rapid-fire cannons on board. (This year at Oshkosh you might find me shopping for optical sights.)

Life is good.

Tom

NOTE: EAA Chapter 1414 does not project or accept any responsibility for the participation by any newsletter reader or Chapter member at any fly-ins, functions, forums or events that may be publicized in this newsletter. All material herein of a technical nature is for reference only and is not necessarily recommended or approved by the editor of this publication or any official of Chapter 1414. This publication is produced only as a medium of communication amongst members and friends of Chapter 1414.

Oshkosh in a 120

"A first timers story"



Dip Davis and "Little Darling"

"28N clear for take off, 18R, remain runway heading until clear airspace. Maintain 1300". I replied "28N" and launched from the worlds greatest aviation celebration.

Monday night the Beach Boys had played in AeroShell Square for two and half hours during a thunderstorm and I was just one of many who listened, got wet, and had a wonderful time.

After the concert I walked out with Dave and Jan Stadt discussing the departure procedures I was to use Tuesday morning. Wow! What a hoot and the fulfillment of a long, long dream that really started as a kid in St. Petersburg, FL. When I was four or five years old we used to watch the Constellations depart Clearwater Airport while we played in the yard.

I spent years looking to the sky at any plane that went by and on July 20, 1996, ten years and a few days ago took my first Intro Flight in 27 Victor, the Flight Schools Cessna 140. I'd joined EAA the year before on my first trip to Oshkosh for the airshow.

Since then I've been to Oshkosh several times, always driving up in a car. One year we took the kids from the YEA up for a day trip and last year I camped at Camp Scholler from Saturday to Thursday.

Early this year Dip Davis brought his Piper PA 22/20 project to C77 and having more airplanes to take care of than time asked me to keep an eye on his "Little Darling", a 46 Cessna 120. It didn't take me long to say "Heck yes!" or words to that effect, and we got the little 120 over to the field from Hilbert's place with the help of Ken Morris.

Cap't Ken has forgot more about 120/140's than I'll ever know and Ken kindly gave me the checkout on Dip's plane. Seems the insurance company is convinced a 120 and a 140 are two completely different aircraft. In the last month and a half with Mr. Davis' encouragement I've put a tad over 26 hours on November 3128 November. Some of the 126 landings have even been "sorta ok"!

My boss, Ralph, had been scheduled to take the week of Oshkosh as a vacation week and I had not planned to go. The Wednesday before Oshkosh I found out I could take Monday and Tuesday off and the race to prepare was on.

A Cessna 120 is pretty tight inside and real tight even with one person once you add camping gear. So I got the smallest tent I could find and packed the absolute minimum. Heck, I got an airplane, a flashlight and a empty credit card, what more do I need? Well there are a few details.

First of all I called Dip Davis up and ran the idea of a trip up there by him. Dip's comment? "Why not"? Sheez Dip, it's more fun when ya struggle a bit! OK, with Mr. Davis' permission in hand I poured over the weather reports with a fine tooth comb from Wednesday right up to minutes before departure Saturday morning.

When I wasn't sweating the "30% chance of TSRA" I was reading the NOTAM for Oshkosh and everything else I could download from EAA's website. If you have any thoughts of going up there EAA.org is the place to go and get a bunch of useful information.

I've heard one war story after another about the madhouse in the sky at OSH and sat on the Flight Line many a time and marveled at the planes coming in. Looks like the Dan Ryan at rush hour during the summer construction season. Not good, and I spent a bit of time looking to minimize the issues.

I had Saturday thru Tuesday available to me and Saturday had mass arrivals scheduled. The Bonanzas from Rockford were mid day followed by the Cessna's and then the Mooney's. "Good grief!" I thought, "it's gonna be busier than all get out and then were going to have mass arrivals to boot."

Well the thing to do was go up early and that's what I did. Saturday morning I loaded up the little 120 and launched about 0845. I had full tanks "just in case" there was a hold at FISKE and headed that way. Coming in to Ripon I could see two Citabria's which turned out to be Decathlons from Rochester, WI. American Champion show planes coming in for their display both and I tucked in behind those guys and followed the published Ripon to FISKE arrival procedures.

FISKE gave the Decathlons the 27 arrival and asked me where I wanted to park. I told 'em "Vintage" and they had me to switch over to 118.5 and go for 36. Wind was mostly out of the north so, "sounds good to me!" I replied.



Left base for 36L at Oshkosh! Rt 41 in the foreground

I could see in front of me the two guys from American Champion, on base for 27, and to the right was Oshkosh. After turning the base to 36 I managed to snap off this picture and then settled down to make sure I got on the ground with a useable aircraft. Bend a plane at OSH and they'll talk about ya for a while...

The controllers gave me "The wide runway", 36L and in moments we were on the ground with a fair landing and taxing to camping. 1.6 on the hour meter and a pleasant flight, it doesn't get much better than that!

No problems, no traffic, minimal stress and the only aircraft I saw were the two guys from American Champion. This mornings early departure back to C77 went much the same way.

We had a bit of rain, I learned a thing or two about what I might pack for the next trip, (air mattress!) and had a wonderful time.

Thanks to Dip Davis for the loan of a wonderful airplane and thanks to EAA for a well organized celebration of flight.

Scott Ross EAA 1414 member

MEMO

TO: POPLAR GROVE EAA CHAPTER 1414 BOARD OF DIRECTORS
FROM: BERNARD E. MCLEAN
SUBJECT: IRS 501 (C) 3 STATUS
DATE: 7/15/2006

At Frank Herdzina's request, I have reviewed the I.R.S. letter notifying Chapter 1414 of its exempt status under Section 501(c) 3 of the Internal Revenue Code.

SUMMARY;

The I.R.S. has deemed our Chapter to be to be a "Public Charity" during the term of our "Advance Ruling Period". This is essentially a probationary period during which our activities will be evaluated, via periodic reports to determine permanent tax-exempt status. This period expires on December 31, 2009. A Public Charity enjoys several advantages over Private Foundations and this status is preferred during the probationary period.

ADVANTAGES;

As a tax-exempt entity, our Chapter is now able to receive contributions, gifts, bequests of cash, personal or real property. These gifts are, subject to certain limitations, tax deductible to the donors.

The Chapter will not be taxed on revenues from its normal activities such as, but not limited to, fundraisers, sale of donated property or investment income. Other "Non-Related Business Income" (i.e. activities not described in our charter) *may be taxable*.

RESPONSIBILITIES;

The Chapter must file annual I.R.S. form 990 returns. Presently, the Chapter's asset base and estimated annual revenues preclude the need to file this return unless requested by the I.R.S. (gross annual receipts must exceed \$25,000 or total assets must exceed \$250,000). Although not specifically requested at this time, we plan to file the Form 990EZ to forestall any possible penalties which may arise from any lateness in filing this form for the year ended 12/31/05.

Contributions received are tax deductible to the donor ONLY to the extent that they are **GIFTS** and that **NO CONSIDERATION** is provided in return. For example, goods or services valued at \$10.00 sold by the Chapter to a donor for \$50.00 are tax deductible only in the amount of \$40.00 to the donor. For fund raising activities, the Chapter must provide a written disclosure specifying the value of goods or services provided by the Chapter for donations received ***IN EXCESS of \$75.00.***

The Chapter must substantiate donations over \$250.00 by providing the donor with a written document describing the donation received. It is the donor's responsibility to assess the value of property donated based on the Chapter's written description of property received by the Chapter at the time of the donation.

If the Chapter hires any employees, we will become subject to all relevant record keeping requirements in addition to all applicable Federal and State payroll taxes. We have been assigned a Federal Employer Identification Number (FEIN) which will enable us to report any future payroll taxes.

Grants made by the Chapter to individuals must be fully documented and be in compliance with the stated purpose of the Chapter. Case history files must be maintained documenting the names, addresses, purposes of grants, manner of selection ***and relationship (if any) to members, officers, trustees or donors of funds to the Chapter.***

Certain Chapter documents must be made available to the Public for inspection including, but not limited to; our application for tax exempt status, the I.R.S. letter granting exempt status and copies of our annual Form 990 and informational returns.

NEXT STEPS;

As a 501 (c) 3 entity we should contact EAA Headquarters to obtain assistance in how to publicize our new ability to accept contributions. EAA donation brochures, donation/bequest program documents, donation receipt formats and other EAA requirements will be particularly helpful.

The Albert Report



"Kroko" Von Jagen
Wildlife Reporter

On June 21, 2006 Ken's pet four foot alligator got loose and was seen headed to the ponds at Poplar Grove Airport. Notice was posted at the FBO and flyers went out and a Capture Team was formed. On June 25, 2006 Albert was seen in the ponds at the Airport. The Capture Team was told and plans were made.

Dick Hill's plan: "Lets wait until he falls a sleep then grab him."

Tom Barnes' plan: "We'll surround him and pounce."

Frank Herdzina's plan: "Put on his scuba gear and grab Albert under water by the Tail, Belly and Neck."

All plans failed.

Dick Hill is now 3 finger Dick .He said the biggest problem with the lost of his thumb and first finger is he can not work the zipper on his pants. We over heard Jeannie say "she will not touch that thing."

Tom Barnes now has applied to the Vienna Boys Choir. His voice has gone up in pitch. We are not sure if he was the appetizer or dessert, but he lost both.

Frank Herdzina could not fit in to his 1963 scuba suit, even the flippers were too small, He ran home and hid behind Delores' skirt. He did say he will lead the next attempt to capture Albert and report.

Speaker's Corner



Dean May was guest speaker at the July meeting. He led an interactive discussion on FAR's, parts 91 & 61. He presented the question, "What is the difference between the Laws of Man and the Laws of Nature." The discussion centered on how parts 91 & 61 apply to that question.

Dean was presented with a handsome wall clock made from an airplane piston. He and Glenda both appreciated this gift.

Join us next month when our speaker will be Jim Hanson.



Events Calendar - 2006

August 5 Herdzina's Hangar Party, Starts 11:30AM, Lunch at 1:00PM. Bring a dish to share

August 8 Chapter 1414 Board of Director's Meeting, Poplar Grove AP Maintenance Hangar , 5:45PM
All members are welcome.

August 8 Chapter 1414 Monthly Meeting, Poplar Grove AP Maintenance Hangar, 7-9PM

August 20 Kresmery's Annual Day at the Hangar, Starts at noon, Lunch at 2:00PM. Bring a dish to share

August 26 McGowan's Totally Tacky T-Shirt Party, 7:00 PM

Sept. 16 & 17 North Central EAA "Old Fashioned " Fly-in, Whiteside County Airport, Rock Falls, IL

Sept. 16 Introduction to Flight, Poplar Grove Airport

October 1 Fall Colors Fly-In/Drive-In Lunch 11 AM to 3 PM EAA22 Hangar, Cottonwood Airport

Memories from Oskosh
Airventure 2006
July 24 - 30



Camping out



Celebrating flying



At the campground



Friends at the spaghetti supper



More friends



Friends at the exhibits

The Herdzina's

(Frank & Delores)

Invite You To Their

3rd. Annual Hanger Party

Barbecue Beef, Sweet Corn and Drinks Will Be Served. Please bring a side dish to pass.

Date: August 5th, 2006

Place: Bird hanger across from Museum

Time: hanger talk starts @ 11:30

the bar opens @12:01pm

lunch will be served about 1:00 PM

You need to be there, otherwise this will give us the license to talk about you.

The Bird hanger is located on the North side of Poplar Grove Airport (C77) or 5151 Orth Rd.

Poplar Grove, IL.

Directions

I-90 west to Genoa Rd. Exit north and West To route 76 and turn Right or north to the Airport complex Orth Rd. is the first road north of the Poplar Grove Air Port.

As your driving east on f Rd. Look for the Large Bird Wings above the Over Head Door, on the South end of the first roll of hangers. On the East side of these hangers there is a large gravel parking area. If by chance your flying in we have lots parking on the grass next to the hanger.

Frank Herdzina 815 988 4025

Ken & Polly's



3rd

Annual Day at the HANGAR

Sunday August 20th 2006

EVENTS

Bar Opens at High Noon!!

WE HAVE ALL THE DRINKS

Lunch 2:00

Italian Sausage and Sweet Corn

Things to Do

Drive a 1979 Rolls Royce

Drive 1923 Model T Ford

Drive a 1931 Model A Ford

Drive a 1957 Porsche

Drive a 1934 Rolls Royce May come with a bottle of Champagne

Drive two VW Bug Convertible

Drive a 1911 Woods Mobillette

Drive a Motorcycle

Ride in an airplane

Sign up for the parachute jump

Come see the new toy 1947 Republic Seabee

Built for a prince

It has three pedals

Who goes in the rumble seat?

Its cute but very fast

May have Bug Races

If we can get it to run

With a sidecar

with or without a top

Things to Bring...

1. Children

2. Blanket for the grass

3. Friends

4. SOMETHING TO GO WITH THE ITALIAN SAUSAGE & CORN

Directions

I-90 West to Genoa Road North to
Route 76 to airport, first road to your
right past airport is Orth Rd.

Party in the Hangar in case of rain

New Hangers Poplar Grove Air Port enter off of Orth Road

Museum entrance take first left look for

Ryan Blvd. Kresmery's address is Ryan Blvd MD 4 & 5

Ken Kresmery 847 742 0000

Premeeting Checklist

- ____ • Bring suggestion for activities, etc.
- ____ • Your member profile for the Newsletter
- ____ • Any aviation article of interest that you would like to share
With the other members

EAA Chapter 1414 meets on the second Tuesday of the month in the Maintenance Hangar at the Poplar Grove Airport, unless notified otherwise in the newsletter. The meeting starts at 7:00 PM.

The Newsletter is always looking for interesting articles and pictures by our chapter members. Please submit anything you have written or would like to write something or have pictures that you believe would be of interest to the chapter membership. The preferred method for the editor to receive articles is by e-mail to: gmay6@owc.net Alternately, a ZIP disk or CD with articles written with any major word processor with a printed copy may be submitted to any board member at the meetings.

P.O. Box 399
Poplar Grove, IL

1414

EAA CHAPTER

