



EAA Chapter 1414

LEADING EDGE

November, 2011

“Promote, encourage and facilitate an environment that fosters safety, education 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.”

- EAA Chapter 1414 Mission Statement

This defining statement was established in 2005 when Chapter 1414 was founded as a not-for-profit 501(c)(3) corporation.

How Well Are We Doing In Fulfilling Our Mission Statement? For a relatively new chapter, we are doing pretty well. We have a great Young Eagles program, some of the greatest attendance and participation of all EAA chapters, a membership with an incredible depth of aviation knowledge and experience, some of the best guest speakers/instructors and the best environment you can imagine for fulfilling our aviation dreams.

We have a great airport, aircraft, participation, camaraderie, and the list goes on!

But We Are Now At a Crossroads. We have received great support from many of our members, but one in particular has given so much and has been instrumental in getting this chapter to where it is today. This person is Frank Herdzina. Over the last several years, Frank has given his time, his hangar, and even his house to help the chapter in fulfilling its mission. Whether it is project space, a place for our pancake breakfasts, a place for holiday parties, a meeting place, or a place to store our stuff, Frank has always been there for us.

It Is Time We Stand On Our Own! We now have a choice; we either move forward or take a step backwards. **If We Do Not Have a Facility to Call Our Own Anymore, Where Will We Be?** Will we be able to fulfill our mission? How will this affect the membership? What will happen to our attendance? I believe this would be a step backwards.

We Can Take a Big Step Forward RIGHT NOW By Building Our Own Permanent Facility. Imagine all the new possibilities we will have to fulfill our mission. Think of how exciting it would be to have a place we can call home.

This Is Something We Have Discussed From The Very Beginning. We have always desired our own facility to do projects, offer workshops, perform fundraising, organize parties, or just to hang out. The possibilities are limited only by our willingness to pursue them.

This has often seemed like such an overwhelming task for such a new chapter. But thanks to some recent events, an opportunity has been presented to us that is too good to not consider.

First, the chapter board and the membership has done a great job over the last 6 years to build a solid financial foundation for us to move forward with this opportunity.

Second, the museum presented us with the opportunity to partner with them in constructing a facility. This makes it possible for us to build a facility for ½ the work and financial commitment compared to doing it on our own.

Third, even with this great opportunity, we were still faced with the challenge of raising the money needed to build and furnish a facility. However, Susan Urbas and Alex Blazer, two of our newer members, have experience and expertise raising capital for organizations like ours and have stepped forward to offer their assistance.

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This Same Situation is Faced by Thousands of Non-Profit Groups. By definition, all non-profit organizations have a public purpose. So we need to have activities and programs that meet the needs of both our members and the larger community around us. In this respect, we are very lucky to be located in the Northern Illinois area where we are located adjacent to a top-notch general aviation airport, situated in a major aeronautics corridor with proximity to major airports, major aviation corporations and relevant academic institutions.

To Tap into This Wonderful Community for the relationship and financial support to build a strong, stable EAA Chapter, we need to define a larger purpose, a vision that will communicate how the facility will benefit the community.

This vision will enable us to design and offer programs and services that will attract the on-going interest, participation and financial support of other civic organizations, academic institutions, wealthy individuals, foundations, corporations and even governmental agencies.

Although for the moment we have named this vision, "The Northern Illinois Aviation Resource Center," we still need to define this concept in a way that communicates community benefit to potential supporters and donors.

To Create This Vision and Turn It into a Reality will require contributions by the entire membership of both the mental and monetary kind. In addition to raising \$100,000 by March 31st (we need a least \$75,000 to break ground), we need everyone's creative input on numerous fronts: regarding potential programs and events, to help design the interior layout, to draft usage guidelines that will allow all to benefit from this facility, to provide leads for possible external donors; and to lend their professional business expertise to helping to run a very active and ambitious EAA chapter that will serve both member and community needs as never before.

Don't be shy; we want and need everyone involved. Every member of Chapter 1414 has something unique to contribute to this effort, and we will only do this well, if we all do whatever we possibly can to help generate both the mental and monetary resources needed to move forward.

November Meeting

The guest speaker for the November meeting will be Eric Basile, a featured speaker at the FAA Safety Center at both the Oshkosh and Sun 'n Fun conventions. His presentation will be posting on SPANS as it was last time he presented at our meeting. His presentation is Wings Safety credited. Here is his description of the presentation:



Eric Basile the

"Surviving Forced Landings"

Engine failure! Aside from a fire, it's the airborne emergency pilots fear most. We debate the wisdom of flying single-engine airplanes at night, on instruments, or over water. Some feel a second engine is the only safe solution. Whole industries have grown up around engine management techniques and technologies meant to reduce the chance of an engine failure.

However, engine failures still occur. Many pilots simply do not have enough recent practice in emergency skills to allow them to safely execute an emergency landing.

This thought-provoking presentation takes a look at pilot decision-making psychology, physiological factors, and stress in order to learn how otherwise safe pilots can be influenced into making risky decisions!

The meeting will be held on November 8 in the Vintage Wings and Wheels Museum. Supper/social hour begins at 5:30 PM and the business meeting and presentation follows at 6:30 PM.

Chapter Officers and Directors Elections in November

The voting for the 2012 Board of Directors and Officers will also take place at the Chapter 1414 monthly meeting on November 8. The following members are running for the four director's positions: Chuck Pazdzioch, Ed Myers, Steve Langdon, Kerry Peters, Sean Stratton, Alex Blazer, and Susan Urbas. The following are on the ballot as officers: President-Lee Hilbert, Vice President-Dean May, Treasurer-Adolph Svec and Secretary-Glenda May.

December Meeting

Pot Luck Party - Bring a dish to share.

January Meeting

Timothy J Sokol, > FAASTeam Program Manager - Airworthiness, Northern Indiana, Northern Illinois, Central Ohio, "Experimental/Amateur Built Operations and Airworthiness Safety,"



Young Eagles Rally - October 9, 2001

Young Eagles Coordinator, Ed Myers, announced that 34 children between the ages of eight and seventeen were given Young Eagles flights during the October pancake breakfast. In addition, eight veterans were given adult orientation rides for a total of 42 flights given by our wonderful volunteer pilots. We want to thank all volunteers who made the day so successful



Georgia on my mind; Weather in my windshield.

By Don Alesi

Flying is like a game of chess. Weather is the queen and can move quickly and in many directions. We are merely pawns and move slowly and try to move to the other side and avoid being captured by the queen weather goddess.

When I said that we would fly to Peachtree Georgia via Key West Florida, the usual comments of “Are you nuts?” to “Still have fixed the compass eh?” were echoed throughout the flying community. I chose Key West because I’m an Ernest Hemmingway fan, not a Jimmy Buffet fan. I hate margaritas and needed a Florida landing for my State map.

Scott Ross decided to join us with his restored 120 and Jeff and Cindy Tourt from Yorkville, IL wanted to go with us, thinking that we knew what we were doing. They had a house near Sarasota Florida that we could overnight at. Scott, Jeff, and Cindy had no idea what they were getting into.

Jeff had offered to plan the route. Mark and Carolyn Pasqualino wanted to help us plan for the trip and would meet us in Key West with their Debonair, if we made it all the way there. We had purchased an iPad for the airplane and would be paperless, if not clueless, for the first time.

Ken Morris once told me something about the Cessna 140, “You will run out of ability before you run out of airplane.” At this point I knew we were in trouble. Mark took Maureen and I on several training flights working on cross wind landings, marginal visibility and night flying. We even did a few landings in steady rain to see if we could handle a slick runway. All these things would play out over the course of the trip.

As the 140 was going through an expensive annual, (it needed a new cylinder), we met with Jeff, Cindy, and Scott to go over the route. I said, “The flight plan looks great Jeff. Now throw it out. The weather will dictate the way we will fly down to Florida.” As the trip would progress, Jeff would remind me of this time and again.

A week before the trip Scott was calling every day with weather updates. Our weather window was shrinking fast. I put our odds on departure at less than fifty percent.

At 6:05 on Saturday morning, Maureen lifted the heavily loaded 140 into a still dark, cool sky, trying to keep up with a much lighter Scott Ross. Flying near Sandwich IL, we picked up Jeff and Cindy on the radio precisely as planned and the three airplanes headed south together. It was just like one of those war movies except I’m not exactly John Wayne.

A fuel stop and weather check at Frasca Field determined that we were heading into a weather wall. Could we fly around, over, or under it? Mother Nature led us into Farmington Missouri under less than ideal circumstances. Maureen wondered if anyone had seen our arrival. I don’t think anyone could have seen us even if they were trying and that was a good thing.

Scott was talking to Ken Morris. They determined that if we could find a hole in the clouds, and fly VFR on top and work our way south for about fifty miles or so we would be out of this mess and be okay for the rest of the day. Dip Davis must have been listening because a nice wide hole broke right over the airport. The three little Cessna’s did a helicopter departure and found clear skies at about 7500 feet. I asked Jeff if he was regretting his decision to go with us. He said it was still fun and Cindy was happy with everything.

Going to Florida usually means flying South East. We actually headed South West into Arkansas for a bit to go around some weather, not easy in a hundred mile an hour airplane. After fifty miles or so and hoping that my new cylinder was working, we came over a bank of clouds into clear weather. Trees and roads had never looked better.

Other than a brief problem with Scott singing “Convoy” and my rendition of “Leaving on a Jet Plane” on the radio, things were going pretty well. Making Florida on the first day might still be possible.



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After a few more stops we landed in Tuscaloosa Alabama. Biz Jets were everywhere. We had landed in the middle of an Alabama football game. The owner of the FBO who said that there were no rooms or rental cars for miles, wanted to see what we flew in. "Now these are real airplanes" he said. While I supervised the fueling, Maureen called Mark, who suggested Montgomery Aviation for an overnight and off we went. Now for some useless bar trivia; Montgomery is the home of Country singer Hank Williams. There is a small museum in town to prove it.

On Sunday, we planned to head for Destin Florida to wait out weather in Sarasota and Key West. Twenty minutes into the flight Mark and Carolyn came in over the radio and suggested that we might make it into Sarasota. We changed our route and headed south East.

Dodging rain showers and T-storms forced us more toward the coast. I asked Maureen if she had the life vests handy. When I commented as to why they were packed out of reach, the life vest magically appeared and smacked me in the head.

A rain squall and stopped us from Sarasota airport and Clearwater Airpark was marginal at best. Maureen called Unicom at 6 miles out. They said that they were okay but we better hurry. A slight downwind landing saved us enough time to avoid the storm that had arrived about a minute after shut down.

Thirteen Hours of flying so far. We were wiped out. Jeff and Cindy's place was only an hour's drive and promised great seafood and a nice bed.

On Monday, Key West was socked in. We were not flying anywhere. Jeff and Cindy had a boat and we were off to a small island called Egg Mont Key. The island had an old fort or prison that dates back to the Spanish American war. Large black turtles and small geckos were all over the island. After picking up and posing with the turtles, we saw a sign. "Do not pick up the turtles." I think that's what the prison was for.

After exploring the island and watching turtle sex, we went swimming in the ocean. Cindy recalled seeing a small shark swim between her and Jeff on an earlier trip. Out of the ocean I went. Sunburned and happy we slept well that night.

Tuesday and Wednesday looked no better for Key West. Regretfully, the weather dictated that Key West was out of the question. We departed for Falcon Field in Peachtree City Georgia. Mark and Carolyn and made it as far as Punta Gorda Florida and agreed to head to Georgia as well.

Decent weather was the norm for a change. About fifty miles from Falcon Field, I asked Mark if we would make it. "I'll be praying for you." was his response. On downwind, we saw a Piper tail dragger being carted off the runway with a broken landing gear. I hoped my landing would be better than the Piper's. A gusty crosswind and a few bounces later, the three little Cessna's were down and safe.

We spent the next few days exploring the Atlanta area including a really nice aquarium. They had a petting tank. I never touched so many fish without putting tarter sauce on them. We flew a poker run in nice clear weather with some challenging runways and steep approaches. At the end of the day, Scott would remark, "No airplanes were harmed during this trip. On the Saturday of the convention, there are the much anticipated flying games. During the bomb drop part of the games Scott and I were caught cheating for using a radio to win the bomb drop. Maureen was really embarrassed.

The Flight home on Sunday was a non event. The weather was clear, a complete opposite from the trip down. Thirty minutes out of Poplar Grove, we said goodbye to Jeff and Cindy. They said that they had a blast were looking forward to Tucson next year.

Touching down at the airport we were welcomed home by Steve and Tina Thomas. I would sum up our trip this way. The weather dictated our route of flight. But by having great flying companions and flying to the edge of our ability allowed the trip to be a complete success.



Buy, Sell, Trade, or Give Away*

**Classified ads may be submitted by any member free of charge. Ads will run for three months.*

For Sale

Binders, Jeppesen Airway Manual Superior Plastic Binder, \$10.00 each have two.

Jeppesen Skybound II for Garmin GPS updates, PMCIA card for older laptops, \$10.00

New never used, copy of AC 43.13-1B, Aircraft Inspection and Repair/Alterations, \$10.00

Aeroshell Aviation Oil, 15W-50, \$4.00 per quart, have 5 quarts

Airplane Jack, Jack House Brand, used as a wing jack for Piper Aircraft, minimum height of jack is 26 inches \$150.00

Call 815-544-4571, 8 am to 8 pm

Wanted to Buy

Federal 2000 skis

I'm looking to buy a set of used Federal 2000 skis for my Piper Colt. Please e-mail me at e.j.myers@comcast.net if you have a set for sale.

USO-THEME DANCE IN APRIL— SAVE THE DATE!

Ken Kresmary will revive the 1940's dance in his Poplar Grove hangar on April 21st. As many as 200 are expected to be in attendance. Several EAA chapters, including ours, have been invited to participate. Tickets when they become available will be sold for a mere \$5 each and will include a USO-style dinner. Information will be made available as soon as we have it.



January 2007

Robert (Bob) O'Quinn, Flight Instructor
Advanced Ground Instructor · Aviation Editor/Writer

- * BFRs (Flight Reviews)
- * Tailwheel Checkouts/Endorsements
- * Unusual Attitude/Spin Recovery
- * Introductory Flights



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2012 Membership Dues

It's time to start signing up for Chapter 1414 membership! You may bring your check for \$20 payable to EAA Chapter 1414 to a chapter meeting or mail it to:
Adolph Svec, Treasurer, 19009 River Road, Marengo, IL 60152-8500.

EAA Chapter 1414 Member Information And Application

Name _____

Spouse _____

Address _____

City _____ State _____ Zip code _____

Home Phone _____ Work Phone _____

Cell Phone _____ E-mail _____

New Member? _____ Renewal? _____ EAA Membership No. _____

Aviation Interests:

Pilot Rating (past or current) _____

Type of Airplane(s) owned _____

Type of Airplane(s) under construction _____

Type of Airplane(s) I have an interest in _____

Special Interests or Requests _____

Yearly Dues: \$20



EAA Chapter 1414, 5151 Orth Road, Poplar Grove, IL 61065

Mission Statement

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Goal
\$100,000



\$0

Provided by

Fundraising Ideas Center

Visit our website!

www.eaa1414.org

Chapter 1414 meets on the second Tuesday of the month in the Vintage Wings & Wheels Museum, 5151 Orth Road (C77), unless notified otherwise in the newsletter. Supper/social hour begins at 5:30 PM, and the meeting starts at 6:30 PM, unless otherwise announced on the website or in the newsletter. For the winter it is meeting at Herdzina Hangar, east of museum.

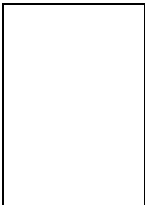
Directions: From Belvidere, IL, go north on Route 76, approx. 3.5 miles, and turn right on Orth Road. Make the first right turn and the museum is on the left.

The Website/Newsletter is always looking for interesting articles and pictures by our chapter members. The deadline for submitting is the 29th of each month. The newsletter is distributed on the 1st of each month. Please submit anything you have written, would like to write, or any pictures that you believe would be of interest to the chapter membership. The preferred method for the receiving articles is by e-mail to: **mayge46@frontier.com**. You may bring a copy to a meeting, too.

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.

In the event of bad weather, a meeting may be canceled. An email announcement will be sent to the membership if it has. If you do not have email or are not sure about the weather, all an officer to be sure the meeting is taking place. Officers phone numbers are on the previous page of this newsletter.

EAA Chapter 1414 Montly Meeting
Tuesday, November 8
6:30 PM
Supper/Social Hour 5:30 PM
Vintage Wings & Wheels Museum



EAA CHAPTER 1414
5151 Orth Road
Poplar Grove, IL
61065