



Illinois Valley Beacon

February 2007

Chapter 563 Chartered in 1976

Volume 14 Issue 2

The first breakfast will be held on the **First Saturday, the 3rd of February**, in the EAA Hangar from 8:00 to 10:00 am

The regular meeting will be the **Second Thursday, February 8th**, at the EAA Hangar at 7:00 pm. Our speaker will be Niel Pobanz who is serving on the FAA committee to consider aging aircraft.

The Directors Meeting will be held on the **Third Thursday, February 15th** at the Chapter Hangar at 7:00P. All members are welcome to attend.

The second breakfast will be held on the **Third Saturday, the 17th of February**, at the Chapter Hangar from 8:00 to 10:00 am.

President's Letter **February 2007**

We've had some outstanding speakers recently and more are on the way. For February's meeting on the 8th, Neil Pobanz is going to speak on the FAA's investigation into aging aircraft. The FAA is actively reviewing aging aircraft and will probably address the issue of their safety. Neil, a

central Illinois treasure and the Marshall County FBO operator, is the point man for the American Bonanza Society's contact with the FAA, has previously testified before Congress on aviation matters, and is deeply involved with FAA committees that will eventually set standards for aging aircraft. If you don't have a new airplane, you should attend this meeting to find out what the government is doing to help you.

Don't forget we are now serving coffee every Thursday at 8:00 a.m. in the hangar.

Members Projects

The web page, EAA563.org, has been updated with several new members projects. Counting Jerry Pilon's Kit Fox, Jim Hannaman's Waco, and Bill Engel's BD-5, there are nine that I know of.

I have added pictures of Ron Wright's Hi Max, Ken Grishams' Europa, Barry Logan's RV, and I hope to get pictures of two more soon so you all can see what is going on in the hangars, basements, and garages in the Chapter.

Ken Grisham is beginning to paint. He started on the tail feathers and is almost ready for the fuselage. His new Jabaru 3300 engine has arrived.

Barry Logan has a nice looking shop and lots of help from his wife. See the pictures.

The Meyers, Rob and Jeffery, have their RV started (in the basement?).

Chad Pobanz is building his RV in the living room. Oh to be single again.

Jim Hannaman has wings completed and stored somewhere and has delivered a second round engine to the hangar. A twin Waco?

Check out the "Projects" page on the web.

MEETING MINUTES

11 Jan 2007

President Steve Bonfoey called the meeting to order at 7 pm in the chapter hangar. He introduced our first speaker of the evening, Randy Africano, who gave us valuable tips on buying and selling aircraft. Randy is in the business of providing aircraft management services, and although not a dealer or broker, he has personally bought and sold about 65 aircraft. He has been burned some, and learned some lessons.

Among his suggestions for buyers: use the internet – it's real-time, while printed media is weeks old, meaning you could waste time on items already sold. That said, places like Trade-a-plane and type-clubs are worth looking at. You are better off buying a craft that has the avionics you want, rather than adding avionics later. Low time engines are more important than other age & wear considerations. Blue Book values no longer carry the weight they once did: the buyer decides what he wants to pay.

When selling, some of Randy's suggestions were to have your paperwork in impressive order, know what's in your logs, and be ready to explain them. Provide plenty of detailed pix, point out the craft's shortcomings, and minimize the hype, because the prospect can see the virtues for himself. Don't accept a deposit, which is of no benefit to you. Agree to terms of the sale up front.

After a flurry of questions, Randy received a hearty round of applause.

Our second presentation of the evening was on Prairie Airshow 2007. Mark McMurray, with veteran organizer (but new Show Manager) Brett Krause gave us an early look at this year's lineup of performers, and pointed out that the show is now conducted 100% by volunteers. Their goals are very similar to ours: bringing the joys of aviation to a wider segment of the populace, particularly the kids. Any profits will go to local charities, and those who join in show planning will have some input in selection of recipients. Our chapter was asked to be active participants in the show, because, just like at Oshkosh, success depends on a solid crew of volunteers. Brett and Mark were enthusiastically applauded.

A brief business meeting followed to dis-

cuss our participation in the show. Our bid to again host the EAA B-17, if granted, would not conflict. Jim Hannemann asked that we take a vote on participating. The response was overwhelmingly in favor, and, when asked, most of the members present indicated that they would be willing to work at least one day at the show. With no other business, we adjourned.

Respectfully Submitted, Bill Engel, Secretary

BOARD MINUTES

18 Jan 07

President Steve Bonfoey called the meeting to order at 7 pm in the chapter hangar. All directors were present. Minutes of the December meeting were approved as published, and finances as posted by Treasurer Pilon were also approved. However, there was some discussion about whether our savings are earning the best possible interest. Mr. Pilon will check.

Under Membership, Chm. Adama Allmond reports several renewals. Application forms for either new or renewing members are available on our website.

Program Chair Chris Tate reports that programs for February and March are lined up, and he is working on April.

Under Properties & Safety, construction of a sturdy box to hold our tent has been delayed due to M. Caudill's cold. The BD-5 is short a number of essentials, requiring some expenditures. A motion to approve sale of unnecessary components was approved. Funds raised from sales would be held by the treasurer in a separate account until needed.

Under Special Events, we had previously agreed to start much earlier this year on the Christmas party. There was considerable sentiment for making it an evening event, and volunteer J. Pilon will scout out some suitable places where we might order off the menu, thus eliminating our involvement in collecting money. Also discussed was not having a speaker, just mingling & chatting.

Carrying on a previous discussion, we pondered increasing the size of the Board from seven to perhaps nine members. Reasons given in-

cluded: reducing chores for officers, making more room for proven performers, and providing newer members exposure to board workings, so as to interest them in becoming officers. An alternative, requiring no red tape, would be for Standing Committee chairmen to appoint these folks as assistants. Our president will feel out the membership at a future meeting.

Regarding a previous suggestion that we make a donation in memory of member Bill Ruth-erford, most of us favored the idea of holding a special hangar breakfast in the spring, with invitations posted in FBOs, where all proceeds would go for the memorial.

At the last meeting we discussed providing some sort of memento to persons who provide a meeting program. Cups, hats, etc. are possibilities. We will investigate further.

With the decision members made at the January meeting to participate in the Prairie Air-show, we now have four people who have volunteered to be on their planning committee. We await word from Show Manager Brett Krause on the next meeting. Morrie Caudill pointed out that our large EAA banner was destroyed by wind at a previous event, so if we have a booth at the Show we will need a new one.

The secretary asked that directors be thinking of ways we can further our charitable/ educational aims. Examples of previous successes are the ground school for Scouts, and Young Eagle flights.

There being no other business, we adjourned.

Respectfully Submitted, Bill Engel, Secretary

New Member Benefit

Introducing a new EAA Member Benefit launched this year-the EAA Finance Program (administered by AirFleet Capital, Inc.)

The EAA Finance Program was unveiled at Sun-N-Fun and EAA AirVenture Oshkosh during 2006. AirFleet Capital staff was on hand to meet and greet pilots in EAA's Member Village at both events, answering questions and providing information to members. The staff from AirFleet Capital also attended the 2006 NBAA convention in Orlando, Florida, assisting EAA in reaching out to the business aircraft market.

The EAA Finance Program provides a wide array of programs to meet the needs of our members. It's currently able to finance experimental aircraft (kit & airworthy), light-sport aircraft, piston, helicopter, and jet aircraft. With their extensive knowledge, passion, and experience in general aviation, EAA and AirFleet Capital have created a program that offers a variety of options that are constantly changing to meet the needs of members. This was evidenced by a new program launched by the EAA Finance Program that allows for financing of progress payments for the new very light jets (VLJ's) which have recently been certified. There are many pilots looking to purchase an aircraft in this new class, but who have to make payments as the aircraft progresses in its manufacturing process. The EAA Finance Program is able to help those who are in a position to order their VLJ with the progress payments.

The EAA Finance Program has also been aggressively supporting the special light-sport aircraft (S-LSA) market. As this new class has developed, EAA and AirFleet Capital have been right there, rolling up their sleeves, obtaining information and research on the various aircraft, and producing financing options for these aircraft to fit the needs of the sport pilot. As the light-sport aircraft industry continues to develop and change the face of recreational aviation, the EAA Finance Program will continue to review the aircraft entering the market in order to support those aircraft that have been accepted and certified by the FAA. This is all

part of EAA's mission to make aviation more attainable and affordable to its current and future members.

To obtain more information on the programs offered by the EAA Finance Program, give them a call at 866-808-6040 and a representative will be happy to speak with you and answer any questions you may have.

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EAA - The Leader in Recreational Aviation
www.eaa.org

EAA is about participation: Be a member! Be a volunteer!

EAA Memorial Wall

EAA's Memorial Wall is a lasting tribute to those aviation enthusiasts who have "gone west." These special people are memorialized on a beautiful wall constructed of stones brought to Oshkosh by EAA members from all over the world. Each year at AirVenture, a dedication ceremony is held on Sunday morning in this beautiful park-like setting that includes a special name recognition tribute and a missing man flyover. Each inductee is also remembered in a memory album kept in the EAA Fergus to honor those that have gone before us. Your contribution of \$350 for the Memorial Wall is held in EAA's endowment in perpetuity.

For more information on how to submit a lost

Memorial Wall is held in EAA's endowment in perpetuity. For more information on how to submit a lost member for inclusion on the Memorial Wall please go to: <<http://www.eaa.org/support/>>. To be included in this year's dedication service applications need to be submitted by April 1, 2007.

National News

In mid-2006, EAA Chapter presidents were surveyed to determine the basic elements of Chapters, the activities types and priorities, the "issues" that Chapter leaders see as most pressing and what Chapter leaders expectations are of EAA Headquarters. Forty-five percent of Chapter Presidents responded to this research.

Starting in 2007, your Headquarters staff will renew efforts to provide help in the areas made clear by the research. The biggest issue for Chapter leaders is that of member recruitment and volunteering. Headquarters is being asked to provide referrals to EAA members in your area to join your Chapter and participate in your programs and activities. Also of significance are program and activity ideas that will increase member as well as Chapter event attendance.

Specifically, Chapter leaders are asking Headquarters to assist in providing program and activities materials and guides, a speakers bureau and list and suggestions on presentations that would be of interest to local aviation enthusiasts. Headquarters staff is already beginning to respond to those needs and will be stepping up efforts in 2007.

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