

Leading Edge

March 2005



EAA Chapter 1414



at

Poplar Grove Airport



. . . is off the ground with 42 paid-up and a total of 73 passengers on board for the first flight!



**A BIG THANK YOU to
Steve and Tina Thomas**
who allowed us to use the
Maintenance Hangar at the
Poplar Grove Airport
for our first meeting!



73 aircraft enthusiasts attended the first meeting of the
NEW EAA CHAPTER 1414
at Poplar Grove Airport on February 8, 2005

EAA Chapter 1414

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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!



Greetings Friends,

Our first meeting was a success with over 70 people showing up. We are now fifty strong, with many more everyday. I had 10 or so more guys call me very interested in the new chapter. I am happy to see such a diverse group, some war-birds, antiques, classics, ultralights, and we can't forget the RV guys. I want to thank Don Pfeiffer for showing his RV-8 on Feb. 12. Thirty or so people showed up for this open house. I also want to thank Steve and Tina Thomas for letting us use their facilities for our new chapter, and Steve for being our first speaker.

The next meeting is Tuesday, March 8 at 7pm. We are going to have Dip Davis for a speaker this month. The topic will be recovering an airplane. I am looking forward to a great night. Saturday, March 12 at 9am we will be having our first project meeting. We will be recovering Lee Hilbert's Aeronca under the guidance of Dip Davis. Along with those of you that show up, we will be joined by the youth group that meets here at the airport. I hope all of you show up for another great meeting.

Sam Helsper



You Asked For It

During our first meeting you were asked to fill out some index cards, listing your suggestions as to what kind of activates this new EAA chapter should provide. The response was overwhelming. It was made quite clear that you did not want the same old thing.

Most of you wanted to belong to a chapter that would provide you with the necessary knowledge and confidence to either go out and build one of those sleek new kit planes or restore that old Jenny hanging from the rafters in your grandfather's barn. Since tube and fabric was on the top of the list, some of the board members made an unannounced visit to the hanger where Lee Hilbert was preparing his Aeronca Champ for shipment to Kentucky for recovering.

With some arm twisting and kicking we were able to convince Lee that it would be in his best interest to keep the Champ here at Poplar Grove for recovering. Our resident Bird Doctor DIP DAVIS has agreed to guide us in the correct procedure in the covering of fabric airplanes. During our March meeting Dip will walk us through the preparation required prior to the actual covering with fabric. A number of do's and don'ts should be generated, which can be used to guide you through your project or your next purchase of a fabric covered airplane. The actual covering will take place on the next two weekends. Come on out to the next meeting for full details.

Frank Herdzina

Events Calendar

March 8,	Chapter 1414 General Meeting	7:00 PM	PGA Maintenance Hangar
March 12,	Chapter 1414 Board Meeting	10:00 AM	Frank Herdzina's North Hangar
March 12 & 13	Aeronca Recovering Project	9:00 AM	Frank Herdzina's North Hangar
March 19 & 20	Aeronca Recovering Project	9:00 AM	Frank Herdzina's North Hangar
April 12,	Chapter 1414 General Meeting	7:00 PM	PGA Maintenance Hangar
April 16,	Chapter 1414 Board Meeting	10:00 AM	Frank Herdzina's North Hangar
May 10,	Chapter 1414 General Meeting	7:00 PM	PGA Maintenance Hangar
May 14,	Chapter 1414 Board Meeting	10:00 AM	Frank Herdzina's North Hangar

July 26 - Aug. 1 Air Venture Oshkosh 2005

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 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 1414s.



Member Profile

It all started innocently enough. One sunny day when I was seven, my uncle Duane took my mother, sister and I for an airplane ride. I practically had to be dragged aboard, but after about 10 minutes, I was having a great time. After leaving the airport, I had no idea what an impact that moment would have on the rest of my life.

I didn't think much about flying until I was in high school considering career options. When I decided that I thought it might be fun to fly for a living, my parents gave me an introductory flight lesson for Christmas from the Lake in the Hills airport. That was the greatest gift that anyone has ever given me. The introductory lesson was everything I had hoped for and more. Flying was just the thing I needed to put some excitement into my life.

I ended up taking flying lessons at Poplar Grove airport with a wonderful instructor by the name of Greg Hinterlong. After getting my Private Pilot certificate in 1996, I went away to college at Southern Illinois University at Carbondale. There I got degrees in Aviation Flight and Aviation Management and completed my flight training. While I was at school, I came back during the summer to discover two new passions: tailwheel flying and aerobatics.

I am now teaching others to fly at the Poplar Grove Airport. I am currently in the process of getting organized enough to start building a Pitts S-1-11B, which I hope to one day fly in aerobatic competition, and perhaps an airshow or two.

Dianna Ingram



WE BUILD 'EM, TEST 'EM and FLY 'EM

These are the words on the back of a T-shirt I purchased on my second or third trip to Oshkosh in the mid '90's. It made me proud to be included

with those who do the same, but for me, it was not all true as I only qualified as a builder, and an inexperienced one at that, but no one ever challenged the fact and it was important to me to be identified as an EXPERIMENTAL nuts-and-bolts kind of guy, planning for the future when these words come true. Besides, the shirt fit, so I wore it.

I made the decision to build an airplane after considering building a large, radio-controlled model. I remember the thought process that "if I were to double the size (of the model), then I could get in and fly it." So I took five hours of flight training to see if I would even enjoy flying, then made the decision.

The configuration of my dream machine was easy to specify. It had to resemble a P-51 as closely as possible. That is, aluminum, low wing, front engine, sliding canopy and tail wheel. I ordered a subscription of "Kitplanes Magazine" and the first issue arrived two days before Oshkosh '94. I made a list of the vendors of interest and within the first hour of arrival at Oshkosh, had purchased all the available info packages. Oddly, I didn't notice Van's Aircraft's ad. I ordered the plans for a Bushby Midget Mustang II. Later in the summer I attended a builders conference at DuPage airport where I spoke directly with Bob Bushby and his friend, an

RV-4 builder, and based on that conversation, I switched to the Van's product even having never seen one. The change of mind came from the comparison of the builder community in the Chicago area. I placed my order for the RV-6 empennage and it arrived around Thanksgiving.

From Christmas 1994, at which time I began working on my Van's RV-6, until the time it was deemed airworthy in 2003, I held myself to a promise of "trying to do something every day". I don't remember taking much time-off except an occasional lull while awaiting shipments. All I can say is that time flies while you're having fun and besides, I had no outside pressures or timetables in mind.

It seems that airplane projects are rarely ever "really finished", but this past April, (4/4/2004 to be exact), the kit was assembled, all the paperwork was in order, the tanks were full of 100 octane, the engine was thumping perfectly on all four cylinders, a light breeze was straight down the runway, and I was wearing my t-shirt "WE BUILD 'EM, TEST 'EM and FLY 'EM".



My piloting skills had been reprogrammed by Alex DeDominicis in his RV-6 three weeks earlier, my test plan had been prepared by flight advisor Shawn Kilpatrick, so finally after a number of scrubbed missions due to weather, I began my "first flight" program and taxied up to the hold-short line of runway 06 right.

"Kenosha Tower, this is EXPERIMENTAL 4-4-2 tango bravo. Do you read me?" Wow, what a rush of pride to get these words off my chest. After the tower's acknowledgement, I informed them of what was about to take place and they were very helpful by making sure that things on their end went smoothly. I performed the program, landed and taxied to and parked in front of my hangar. There was no RV grin like many of the pictures in the newsletters depict, partly because there was no audience and secondly, I was solemnly enjoying the peace of the moment. After about ten minutes, I decided I just had to tell someone so I called my daughter and announced the news, but for some strange reason, was only able to get out three or four words before my excitement shut down my ability to talk. She got the picture though and congratulated me. I was unable to say anything more, just good-bye and hung up.

Now, for months the RV-grin is a common occurrence and happens most weekends and often in between. I'm honing my piloting skills with formation practice and some aerobatics. And to fill the builder's void, I spend most of my free time just hanging around the Poplar Grove airport visiting with my neighbors.

It may be the newness of it all, but being a builder, test pilot and flyer has a certain ring that for years I never thought I could afford. I admit I'm hooked on aviation and it feels good. As one of my younger friends has said on a number of occasions, "you need to live your dream." Thinking about it, one might say that this was a dream come true.

Tom Barnes



Don Pfeiffer's Workshop Visit

At 10 AM on Saturday February 12th, Don opened his hangar to us for quite a treat. For two hours more than twenty-four people were treated to coffee and donuts and a viewing of his Van's Aircraft RV-8. Don has, in my opinion, one of the cleanest projects that I have seen and I only wish that I could have worked along side him while building mine.

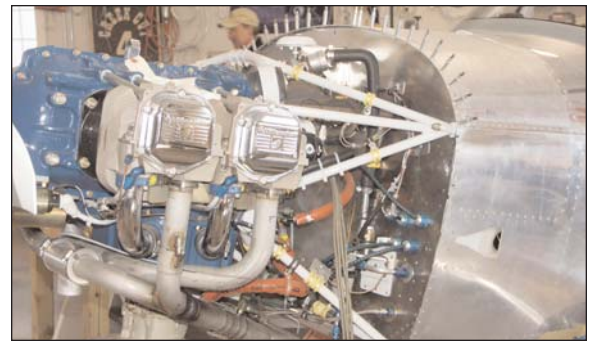
Walking into his hangar, at first glance, one has to appreciate the flawless riveting job on the air frame and it being protected in part by a work bench built over the wing for him to crawl on for access to the cockpit. Then attention turns to the engine compartment and notice given to the streamlined cleanliness of the oil and gas plumbing and how neatly the electrical wires are lightly bundled and pass through the firewall. On one side, he has neatly arranged all the push/pull cables with eye socket type firewall passages. Next, comes a look into the cockpit where he has all the new electronic technology backed up by time proven gauges. The interior has been painted to match the quality and precision of the rest of the project. As I stepped back, from the cockpit inspection, my attention focused on the detail given to the wind screen and how precisely it was molded into the fuselage at the base and how neatly it was finished at the glass. I could not imagine how this could be improved. I'm looking forward to following his progress and hope he will continue to share his experience of painting and flying his RV. Don runs a neat shop and his project matches.

Thank you Don for your hospitality.

Tom Barnes



The Workbench, besides protecting the wing, can serve in an emergency as a resting place.



Engine Detail - Left Side



Engine Detail - Right Side



A Beautiful Instrument Panel



Inspection Time



Smoke System

Join the New Poplar Grove EAA Chapter 1414

**We meet the second Tuesday of the month
at 7:00 PM in the Poplar Grove Airport
Maintenance Hangar**

**Dues are \$20.00/Y and include the newsletter in e-mail form
The dues are \$30.00/Y for those that prefer a hard-copy newsletter**

To join, fill in the form below and mail together with the proper amount to:

**EAA Chapter 1414
P.O. Box 399
Poplar Grove, IL 61065**

1414 Member Information Card

Name: (last, first) _____

Spouse: _____

Address: _____

Home Phone: _____ Other Phone: _____

E-mail: _____

Military Service: Branch: _____ Specialty: _____

EAA membership no. _____ Newsletter/fee: ☐ E-mail \$20 ☐ Hard copy \$30

Aviation Interest:

Pilot Rating (past or current): _____

Type of Airplane(s) owned: _____

Type of Airplane(s) under construction: _____

Type of Airplane(s) I'm interested in: _____

Would like to join a partnership to buy or build a plane (type): _____

Would like to see more: ☐ Social Functions ☐ Ground School ☐ Hands-on Demos

☐ Outside reps from aviation tech dealers Other: _____

Would attend additional tech sessions (i.e. painting, welding, etc.) ☐ Yes ☐ No

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 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. If you have written anything or would like to write something or have pictures that you believe would be of interest to the chapter membership, please submit what you have. The preferred method for the editor to receive articles is by e-mail to: ***flydo27@northboone.com***. Alternately, a ZIP disk with articles written with any major word processor with a printed copy may be submitted to any board member at the meetings. .

EAA Chapter
1414

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