

Leading Edge

Chapter 1414 at Poplar Grove Airport



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EAA Chapter 1414

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Mission Statement

**Promote,
encourage
and facilitate
an environ-
ment that fos-
ters safety and
high standards
in the design,
construction,
restoration and
operation of all
types of recre-
ational aircraft
as well as nur-
ture camarade-
rie and friend-
ship amongst all
members!**



President's Column

This past month has been bountiful when it comes to aviation activities.

Pancake Breakfast – First, we want to thank Jeannie Hill and Frank Herdzina along with the many helpers, for making our first fund-raiser such a success. There were many lessons learned and without Jeannie's and Frank's attention to detail, the event would not have happened. (See Jeannie's article later in this newsletter).

Oshkosh – My work schedule prevented me from taking time off to visit the conference during the week, so I had planned my trip for Saturday. A few of my friends had warned me about the procedures and heavy air traffic getting into and out of OSH, so I was sort of planning on driving up for the week-end. That was until Thursday, when I talked to a pilot here at Poplar Grove who was commuting on a daily basis. His story of arriving at Ripon around 0700 convinced me to give it a try and sure enough on Saturday when I arrived, there were just a couple aircraft between me and the airport. I landed and was quickly routed to the (RV) parking lot and upon shutting down, had another one of those feelings of accomplishment come over me.

As I tied down, I realized that I had been led to my parking space by volunteers Jeff and Glenn, two of the guys that participate in our RV formation flying group. What a small world. Right off the bat, this made me feel like I was really at home; not at an international event.

My morning was scheduled to attend the chapter awards event (as mentioned in last month's newsletter, Alex Von Bosse won an award for our newsletter) and the rest of the day left to view the flight line and gather information about new products and parachutes. I had the occasions to talk to two well known aerobatic pilots about parachutes, but didn't come away with anything other than what you'd expect from sponsored individuals.

Walking the flight line and seeing Glacier Girl, White Knight & Space Ship One, and the Global Flyer capped the event and made it all worth while. I returned home following the air show without anything unusual to report on and will start planning for next year.

Chapter Presentations - We thank Mr. Todd Hansen for last month's presentation on balancing props. Steve Flattum reports that a noticeable improvement took place on the (my) demo airplane, although I can't notice anything.

Tom Barnes



Photo by Tom Barnes

This Month's Meeting

This month, we will have a presentation from (member) Dean May. Dean is close to finishing his Velocity and will outfit it with a Deltahawk diesel engine along with a very impressive panel.

Tom Barnes



Photo courtesy Velocity Aircraft

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 1414.

Looking Back at Last Month's Meeting

The activity started an hour early (6PM), when Todd Hansen put his prop balancing system to work on Tom Barnes' RV-6.

At 7:00 PM, Tom Barnes started the meeting by announcing that it had been decided by the Chapter 1414 Board of Directors that he would be acting as our President and board member Steve Langdon will be our Vice-President for the current term.



Steve Langdon and Tom Barnes

Tom recognized Alex for winning an award for the Chapter 1414 Newsletter. He also showed an article in the Oshkosh AirVenture daily Newspaper that Rob Strickland had written about volunteering with the Tuskegee Airmen.

Todd Hansen explained the ins and outs of the equipment he used earlier in the evening to balance the prop on Tom Barnes' RV-6.

It was decided not to have a fly-out in August due to our first pancake breakfast on August 13.

Carol Von Bosse

The Fine Art of "Prop Balancing"

Todd Hansen put his prop balancing system to work on Tom Barnes' RV-6.



To balance the prop, a vibration sensor and an optical (infra-red) sensor are mounted on the

engine. The optical sensor is placed in such a position that it's infra-red beam senses a reflector attached to the back side of the prop. The vibration sensor is mounted on top of the engine in a fashion that allows it to sense vibrations perpendicular to the crankshaft.



"Balanced Prop Man"
Todd Hansen



After the engine is started, the optical sensor detects, after several revolutions, the prop's position in relation to the vibration measurements. The two sensors are connected to a handheld computer that collects the data. Todd determines the proper size and position (angle) at which to install the necessary weight by plotting the data on a circular chart.



In general, a bolt, washers and a nut are installed on the flywheel. A digital scale is used to weigh out the bolt, washer and nut to assure the correct weight. If the engine does not have a flywheel, the weight is mounted on the spinner back plate.

For information on contacting Todd Hansen, see Tom Barnes.



Alex Von Bosse



Pancakes, Eggs and Sausages and more Pancakes

by Jeannie Hill

Chapter 1414's very first pancake breakfast was held on Saturday, August 13th, 2005. Ken Kresmery provided the hangar and a group of hard working volunteers provided the work force.



Over a hundred folks enjoyed the "best pancakes we've ever had", the farm fresh eggs and the locally produced sausages. The food was great and things ran very smoothly, especially for a first run event. In fact, once in motion, the group ran like a well oiled machine. So much so that we began to wonder if we should just give up our day jobs and go into the pancake breakfast business.

OK, not really, but it went so well that we are considering repeating the effort in the future.

As with any event, the volunteers were the reason for the breakfast's success. Our very own Frank Herdzina took on the toughest jobs, including the transport, cleaning and redelivery of the massive grills lent to us by the kind folks at Bigfoot Airport. Frank also cleaned and set up the grills, steam table and Ken's hangar. As usual, his gargantuan efforts really made this thing happen.



Frank made it happen!

Frank was joined in his efforts by his wife Delores; Lee Hilbert; Ken Kresmery; Tom Barnes, his daughter Mary and his friend Joan; Carol and Alex Von Bosse; Janet and Gene Kujawa; Marge Rentmeester; Vivian Kelly; Kerry Peters; Rob Strickland and Dick and Jeannie Hill. If I've forgotten to mention anyone, it's due to poor memory, not lack of appreciation. Thanks also to the folks who offered help, but perhaps were not utilized that day. We appreciate the offer and look forward to working with you in the future.



Joan and Carol hold the secret to mixing the eggs and the pancake batter.



Kerry could easily quit his day job and make scrambled eggs full time.

This was a big project and since it was our first attempt at doing a breakfast, we were sort of feeling our way through the process. Though we may have overlooked someone, it was unintentional. Our volunteers are the foundation of our chapter. We value each and every one of you.

Sidebar: All of the food products were ordered and transported by the Hills, who drummed up an interesting and rather famous volunteer helper at the last minute. On Friday, the day before the breakfast, the Hills hosted country singer Aaron Tippin for lunch and a tour of Poplar Grove Airport. Some of you might know that Aaron was one of the headliners Friday evening at the Boone County Fair. Besides his obvious talents as



Tom, being supervised by his daughter and Lee, masterfully flips the pancakes. By the way Tom, you look good in an apron.



Hey Alex, what happen to the sausages from the left side of the grill?

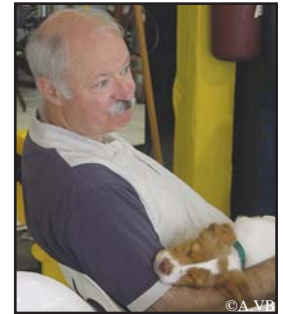
a performer, Aaron is also an accomplished pilot who owns numerous aircraft, including a Stearman and a Cub.

Since he thoroughly enjoys all things aviation, Aaron was delighted to have lunch with our regular "Poplar Grove Friday 12:30 lunch crew" at the Boone County Family Restaurant. (Though he spent much of the lunch signing autographs.)



Bernie and his grandchildren are enjoying the breakfast.

Later, he was very impressed with the airport and Bel Air. We toured the museum, all the open hangars and the subdivision. It was during that tour that we mentioned the pancake breakfast and showed him the hangar where it was to be held. Aaron lamented that he wouldn't be able to attend, but said he would gladly give up his Saturday engagement in Dayton in order to be there, if he could. Unfortunately for all of us, duty called and Aaron took a rain check on the pancakes.



At least one soul knows what to do after a good meal.

However, while he was with us, Aaron insisted on unloading and stocking all of the food products for the breakfast. He even arranged and packed the new refrigerator Frank provided for our use.

So, maybe one of the reasons everybody's food tasted so good at the breakfast was because it was seasoned with a touch of celebrity.

Whatever the reason, a good time was had by all. Thanks to everyone who helped make the event so successful and thanks to everyone who supported our chapter by attending.

Answer to last month's Quiz!

A fairly large small single engine airplane is equipped with Auxiliary fuel tanks for a total fuel capacity of 227 U.S. gallons. The route of the intended non-stop flight is from somewhere in the midwest to California, Mexico, Central America and on to Argentina on the South American Continent.

Question: What is the most important piece of equipment that is required by at least one of all the applying laws to make this flight without embarrassing consequences or incidents?

Answer: A relief tube! (Or other suitable device)

The applying law: Common Sense

Ken and Polly's Cornfest

Thoughts put to words by Ron Liebmann

The WX was great! The location was great! The guests were great! And, the food was perfect! Now don't ya wish you were there on Saturday the 20th of August? Where ya ask? Well that would be the annual Ken & Polly Corn & Bratfest held at Ken's hangars in Poplar Grove.



Ken, the gracious host

When the partakers in this festive event began arriving at Ken's hangars, the place was immaculate! The tables and chairs were set in perfect order but more importantly, the food tables were patiently sitting in place awaiting the many tasty treats that were to be brought by so many guests.

Ken & Polly already had pre-cooked the brats and had the corn, that most famous corn, soaking in Ken's special secret golden water. Ken had his Cardinal parked outside on the ramp along side the PT-22 which glistened in the bright sunlight. Quite a few guests had flown their planes to the event, or at least taxied them over to the picnic site. Bob Porter was there with his beautiful Ercoupe, Bob O'Quinn displayed his nice C-140 and Lee Hilbert flew in his newly restored Aeronca.



Rob Strickland and Wally Ruppert (not shown) did an excellent job manning the grill.



Bernie and Lon (and everybody else) are enjoying the corn.

The crowd was immense. Big enough to polish off about 200 of Ken's ears of corn.

And those great white tables and chairs, I suspect that Big Frank Herdzina had something to do with them.

A grand time was had by all and I seem to have put on a pound or two just by having a good time.

Last but not least a big hand goes out to Wally & Rob for the superb job they did behind the grill on a really warm day!



Buck is taking his wife Dorothy for a ride (literally) in a 1931 Model A Ford Roadster.



Member Profile

Chuck Downey

by Chris Fisher

Chuck Downey, who many people know as "Captain", moved into his home at Poplar Grove Airport when it was just beginning to spread into an airport community about 5 years ago. He has influenced many people, not only over the past 5 years here at Poplar Grove Airport, but all his life.

Hopping into the cockpit of a Stearman at the age of 18, he conquered the sky and began his career in the Navy. Serving on the Ticonderoga, he mastered the stick of the Helldiver. He also flew fighter planes such as the legendary Corsair, in which he obtained about 200 hours. Retiring as Captain, he went onto civilian jobs involving aviation. He purchased a Meyers OTW and has owned it since the 1960's, keeping it flying and up to



today's airworthiness standards. About 30 years ago, "Captain" bought a Barracuda of which only 400 plans were sold and a limited number are yet flying. He plans on a few more years before completing this project. Now at the age of 81, you can find Chuck taking his morning walk everyday or just out and about staying busy.

To find out more about "Captain Chuck", stop by the *Wings and Wheels Museum* on Sept. 17th at 11AM for the "Salute to WWII Combat Aviators".

On the lighter side . . .

It's a good landing if you can still get the doors open!

A fool and his money are soon flying more airplane than he can handle.

Aviation Wisdom:

Aerodynamics does not allow airplanes to fly, money does!

Oshkosh Memories

Highlights of AirVenture 2005

by Frank Herdzina

Once again, I was in total amazement as I walked the grounds from the North 40 to the Ultralights.

AeroShell Square, being approximately midpoint of the grounds, acts as the center stage for all the major attractions. This year the White Knight/Space Ship One was an awesome sight as a static display up close or in actual flight, what a sight. Glacier Girl was another favorite among the visitors as well as mine, as this was my favorite airplane as a kid. This airplane was part of a squadron of P-38's and B-17's flying from Maine to England. Bad weather and low fuel forced the group to turn around and land on the frozen ice of Greenland in July of 1942.



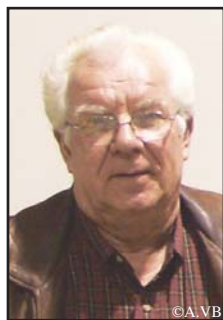
Fifty years later a group of aviation history buffs set out to rescue one of these old P-38's. The years of accumulated snow and ice had buried these planes 270 feet below the surface and slid over one mile on the ice from where they originally landed. Four months and \$638,000 later, Glacier Girl was raised to the surface and shipped to the states for complete restoration. On the 26 of Oct. 2002, Glacier Girl flew again, what a sight this must have been.

As I made my way across the field, I found my self checking out Vans RV-10. All I need is your help to convince my wife that it would be much eaiser for her to get in and out of the 10 over our 6.

A fast walk through the fly market and on to my favorite spot, the Red Barn Vintage area. Since I am personally restoring two vintage planes, this area is like a showroom with perfect examples as to what they should look like.

Once again the show must have ended with approximately 750,000 people passing through the gates of Air Venture this year. Quite an accomplishment when you consider the largest single contributor to their success is their volunteers. They seem to go out of their way to help everyone. Efficiency is out of this world.

Can you imagine what our government would look like if these people worked for all of us? Well here I go, dreaming again, always looking for perfection.



Mixed Feelings

by Buck Hilbert

My personal views of Oshkosh AirVenture are rather mixed. I work with Government Affairs throughout the "Convention". Our job is to convey the EAA message to various government officials, both domestic and foreign.

This is an education for them as well as for us (EAA). In some cases it is a complete surprise to hear and see the views, progress, and dedication of either party.



My first assignment this past year was a group from Israel. No problem here, Brigadier General (ret) Udi Zohar is an old veteran of OSH. He's been here many times, is well known in the Industry and is the Director General of the Civil Aviation Administration. (a big job, being the top man in CAA) I met him years ago when my Civil Air Patrol Executive Reserve Group hosted the Israeli CAP Cadets two years in succession. The plan is for their own Airshow and they were here seeking information and to get ideas.

The next group was Pakastani. Again they were looking for help in arranging an Airshow in their country. This one was easy, I turned them over to our Air Boss and his crew, and they were more than anxious to help.

Then came the FAA administrator and an entourage of Washington FAA people. There were many here who had never before attended. I believe this is the direct result of the Administrator whose enthusiasm has bled over to every department in FAA.

I was assigned to AFS-300. All these designations have meaning to someone inside the Beltway in Washington, but are a mystery to me. What AFS 300 is, is the Aircraft Maintenance Division at FAA National Headquarters. This Division calls the shots as far as Maintenance, Technicians and Aviation Schools.

The main man in this group is David E. Cann.

Now David had never been to EAA Airventure before. His boss, the Administrator mandated his attendance. So here he is, primarily an air transport maintenance guy, with his first real exposure to our organization.

Our opening conversation led to the fact that he comes from Air Transport and has had very little to do with this section of General Aviation.

My job, get him acquainted with the facts. First we listen to his side and his theories. He claims the Airlines are complaining that the present graduates of A & P Schools are not "Hi-Tech" qualified, that training in the current Hi-Tec should be included

in the course of training.

I listened, but then I couldn't help but think, "What's he talkin' about?" The Airlines are doing everything in their power to eliminate the maintenance side of the business. They are cutting way back on "in House" maintenance, outsourcing and laying off as many maintenance people as they can get away with.

Another thought crossed my mind. What Hi-Tec is he talking about? The state of the art is and has progressed so fast and so quickly that almost as soon as some of these gadgets are delivered they are obsolete. How're you ever going to teach what is still in the development stages?

I listened some more. David says he has been mandated to upgrade the A & P course and yet add nothing to the 1900 hours required. That means some of the curriculum now in the programs must be eliminated in favor of the "New" material.

Care to hazard a guess as to where the "cuts" will be? You got it! The Stick and Rag, Tubing and woodwork; these are deemed no longer current and therefore of no value.

Now this hit me right where the Antique & Classic tattoo is right above my heart. I couldn't get David out to the flight line fast enough to see, feel, and hear what "Our" kind of airplanes and activities are.

He looked at the lines of beautifully restored airplanes. He saw the arrival of the Bonanzas and the Mooneys, and the Swifts and the 170s. He was overwhelmed at the Warbirds, the Ultra-lites, the Rotorcraft. He had a hard time believing the workshops and the enthusiasm of our members. He was just catching on that "this" segment of aviation relied on the parts of the A & P courses that he was proposing to eliminate.

Now he has a real dilemma. And then the bureaucrat in him comes out and we go round and round.

I tried to tell him that the A & P course completion gives a person a learners permit. That now, a new graduate of the course, all bright eyed and bushy tailed, he goes looking for a job. After many disappointments, he finally finds one, for "Coolies" wages, no benefits or perks, is expected to be available almost 24/7, in all kinds of weather, is harrassed and continually aware of the liability factor and that people's lives depend on his actions. He is subject to FAA checks, and continual critique of his workmanship. All this, and no perks, no vacations, no sick leave, no prestige.

After getting flack from home, and realizing he hasn't had a decent meal at home with the wife and kids in a long while, he looks around and sees one of his classmates working at the big Auto Dealerships, making three times his wage, going to work 7 to 5, weekends off, and has all the perks. What's his next move? Good bye Aviation!

The problem doesn't end there. It isn't "Up-grading" the courses, or instilling new technology. It's much more basic than that.

Somehow, the idea that you need a college education to fly, but only a high school diploma to be a mechanic has to be changed. The mechanic has been the man in the background for as long as the Wright Brothers mechanic Charles Taylor became the first unofficial A & P. Somehow, that has to change.

Steve Fossett and Mike Melville wouldn't be where they are if it weren't for the mechanics who made their accomplishments possible. Eddie Rickenbacker had to have a mechanic. Every Warbird needed a team of mechanics to maintain the war wagons.

Each time an airliner leaves the gate, mechanics made it possible.

I hope I have made my point. I tried to convey this to the Washington Office, but David, as hard as he may try, will never divorce himself from that bureaucracy.

Things will always be the same, the FAA will prevail, and our way of flying, our love of aviation will be as ancient as the cave man who invented the wheel . . . someday.

And that's Oshkosh AirVenture.

I'm goin' out and fly Lee's Champ, and enjoy the freedom!

RV Formation Flight

by Larry Dagley

I had the pleasure of flying my RV-4 in one of the fly-bys on Wednesday of the Oshkosh week. Was number seven in a flight of eleven. We made three passes in front of the crowd, all in different formations and then made a formation landing. All done in fifteen minutes from takeoff to touchdown.

It's QuizTime!

I learned to fly during the summer of 1967 in Cessna 150s.

Does anyone remember what it cost in those days to rent a Cessna 150?

My FBO at the time even sweetened the deal if I bought and paid for 10 hours of flying time in advance.

Here is a hint.

For what it costs me to fly the Do-27 today for one hour, I could rent the Cessna 150 for 4.5 hours.

T-craft Project Progress!

by Tom and Cora Latos

Cora and I spent the week at OSH and learned much about the T-craft (and the leaks in the camper roof - but that's another story). Met and discussed the project with the T-craft guru Forrest Barber who runs the Taylorcraft Foundation. According to Forrest, there are very few Model BFs in airworthy condition, perhaps less than 10 total. Forrest also guessed that the ship was built in 1938 but not actually sold till 1939.

One of the big objectives was to understand the differences between the Ceconite and the Poly Fiber processes and to learn more in-general about the fabric covering process. To that end, we attended the Fabric 101 forum hosted by the EAA folks. The forum lasted about 4 hours and gave us hands on experience with the Poly Fiber process. We were actually covering a mock horizontal stabilizer. You can see Cora hard at work in the photo. Both of us highly recommend this forum for fabric wanna-be's.



Picts for this article supplied by Tom Latos

As far as the project, the plan of attack is panel forward first. So the T-craft is being slowly disassembled as you can see here sans engine and boot cowl. Stop by hangar W-4 and say hi!



"Home Port" Reflections

by Paul Wallem

Alex

.....This is not about Oshkosh as you asked for, but relates to the airport we are on. Use it in a different newsletter if you wish, or not at all. However, it all relates to the new home of Chapter 1414 so maybe it is relevant. I leave that to you to decide.

Yesterday I met a new friend at my hangar. Bob Foster just moved to our field this summer. These days I meet someone new almost every time I open my hangar door. After 32 years on this airport I would like to pass on some thoughts to newer arrivals.

Here's how I feel. Since I first started flying here on April 19, 1973 I have cared about this particular place on earth more than any other.

There were 3 planes and one runway [9/27] those days. I bought a new 172 from Dick Thomas, flew it 141 flights and replaced it with a 182. From that first 172 to today's PT-19, and during 5 other planes in between, everyone working on this field always acts as if they appreciate my business. It does really bug me when pilots here complain. What more do we want than we already have?

When the old shop burned, I cried. For over 20 years I had "hung out" in that shop, spent lots of time [and money] there, and its loss hurt. The skeleton of that great old Waco, dead in the middle of the burned building, was sad. Out of those ashes Steve and Tina built the best shop I've seen with the best people inside.

When Dick Thomas died, I cried again. Every Monday we had coffee at the Huddle. I still miss him. One year 5 of us circled over the field while we waited for him to finish the green UPF-7 so he could fly to Oshkosh with us. We all parked in the same row. Memories!! Since then, Steve and Tina have created what surely must be the finest sport aviation airport anywhere.

After 32 years, 7 airplanes and 4 hangars later, I still consider the hours I spend on the field the best of my life. With almost 400 planes on the field, I look forward to meeting many more new friends as I open my hangar door. We have a strong new EAA chapter, a beautiful museum, and a staff that appreciates us. What more could we ask for? A new lake?

We are getting that too.....I love this place!

Thanks To All

of you who answered my call for articles. Some of them are included in this issue of the newsletter. The others will appear in following issues.

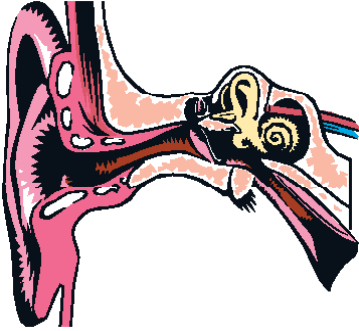
Please keep the articles and pictures coming. If you are working on a project, had a great fly-out experience or know of a great fly-out destination, have some safety advice, tricks or techniques, please write about them and include any pictures you have to support your article. Without your contributions, there would be (will be) no newsletter.

The following response to my request "threw me for a loop". The e-mail address label was empty, so I could not respond to the individual directly. The sender can't seem to spell. Here is the message:

"You got 3 place. what do you need ourr help for why dont you put in some of news as the other airplane magacins or infromatin as thei have. A indegs and directons would help. maybe youd get 2. or 1 place"

My answer: 1) Why repeat in our newsletter what you can read elsewhere? 2) Why waste precious space with an index in a 12-page newsletter? 3) If you're interested in aviation, you should be able to find the directions on a map or by calling one of the phone numbers published in the newsletter.

Alex



Active Noise Canceling Are your ears safe?



For this month's safety article I decided to expand upon what was learned during the last EAA meeting. A nice gentleman demonstrated how to significantly reduce the amount of vibration on a member's RV through the use of dynamic balancing. All those vibrations not only take their toll on an aircraft's airframe, but also on the human body, the pilot. This results in back pain, significant fatigue, emotional irritation, and sometimes nausea. Included with those physical vibrations, audio vibrations such as those found in aircraft cockpits can cause many significant health hazards. Too much noise can also add or detract from the safety of a flight.

Although, noise levels up to about 80 dbs do not require headsets or other hearing protection, continuous noise levels above 85 dbs can damage your ears. Noise levels inside your experimental aircraft can reach between 95 and 100 dbs. At these high audio levels, it is no wonder why many pilots and flight instructors of yesteryear have had hearing trouble.

So what can be done to attenuate these noise levels? A professor of aviation at Letourneau University, Philip Rispin, stated, "Purchase the best head set you can afford. Consider seriously the active noise canceling technology that is out there. It's worth it."

Here's a short description of how this technology works. "The exact same concept is applied for noise cancellation in cars, conference rooms and even space shuttles. A microphone listens for unwanted sound, sends it to the analytical chip that decodes the wave pattern and produces a wave, which is 180 degrees out of phase or the exact opposite (meaning that where you have crests in the original wave, the new one will have troughs) of the unwanted sound that gets cancelled out automatically." (cooltechzone.com) See Reading for Mastery below for a more in depth description of how this technology works.

Active Noise Canceling headsets are NOT cheap; however, considering the cost of hearing aids these days (\$1400-4800 ucsf.com), and the hassle of just ANOTHER sense aid, the extra expense of ANC technology just might be worth the steep price. New David Clark ANC headsets cost over \$500. ANC technology can be integrated into your current aviation headset for around \$170. Not bad considering the alternative...hearing aids.

References:

Hearing aid information- <http://www.ucsf.edu/audio/hearingaids.html>

Headsets Inc. information on ANC add ons- <http://www.headsetsinc.com>

Ear picture- Microsoft Word Clipart

Reading for Mastery:

A neat article, which describes how ANC technology works. Click on the "Audio" tab near the top of the page. www.cooltechzone.com

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

Buy, Sell , Trade, Give-away or Participate!

Classified ads may be submitted by any chapter member free of charge. If you have an item that you want to throw away, don't!
List it here and we'll find a new owner for it. - - Remember, one man's junk is another man's treasure!

If anyone needs some form of help, you can list your request here.

They will run for about 3 months unless canceled or renewed.

For Sale: Bowers Fly Baby; A 65 Continental, Wing span 26 ft, 1000 lbs. Gross Weight, \$17,500.00 OBO

Contact Wally Ruppert: 262-348-0279



For Sale: 1 year old T-hangar w/loft & full bath, overlooking runway 17/35 at Poplar Grove AP, \$ 80,000.00

1968 Cessna 150, 3800TT, \$25,000.00,

Contact Ken Rentmeester: 847-372-9374



Chapter 1414 Pilots needed for . . .

Vintage Wings and Wheels Youth Aviation Academy's Introduction To Flight

held on September 17, 2005.

for info contact Dennis Blunt, at 815 398-4274, or Ed Harvey at 815 765-0412.

Events Calendar

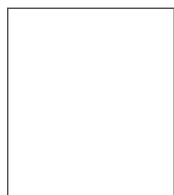
Sept. 13,	Chapter 1414 General Meeting	7:00 PM	Poplar Grove AP Maintenance Hangar
Sept. 17,	Chapter 1414 Board Meeting	8:00 AM	Frank Herdzina's "North Hangar"
Sept. 17,	Introduction to Flight	9:00 AM	Poplar Grove Airport
Sept. 17,	A Salute to WW II Combat Aviators	11:00 AM	Wings & Wheels Museum
Oct. 11,	Chapter 1414 General Meeting	7:00 PM	Poplar Grove AP Maintenance Hangar
Oct. 15,	Chapter 1414 Board Meeting	8:00 AM	Frank Herdzina's "North Hangar"

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 or CD with articles written with any major word processor with a printed copy may be submitted to any board member at the meetings.



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