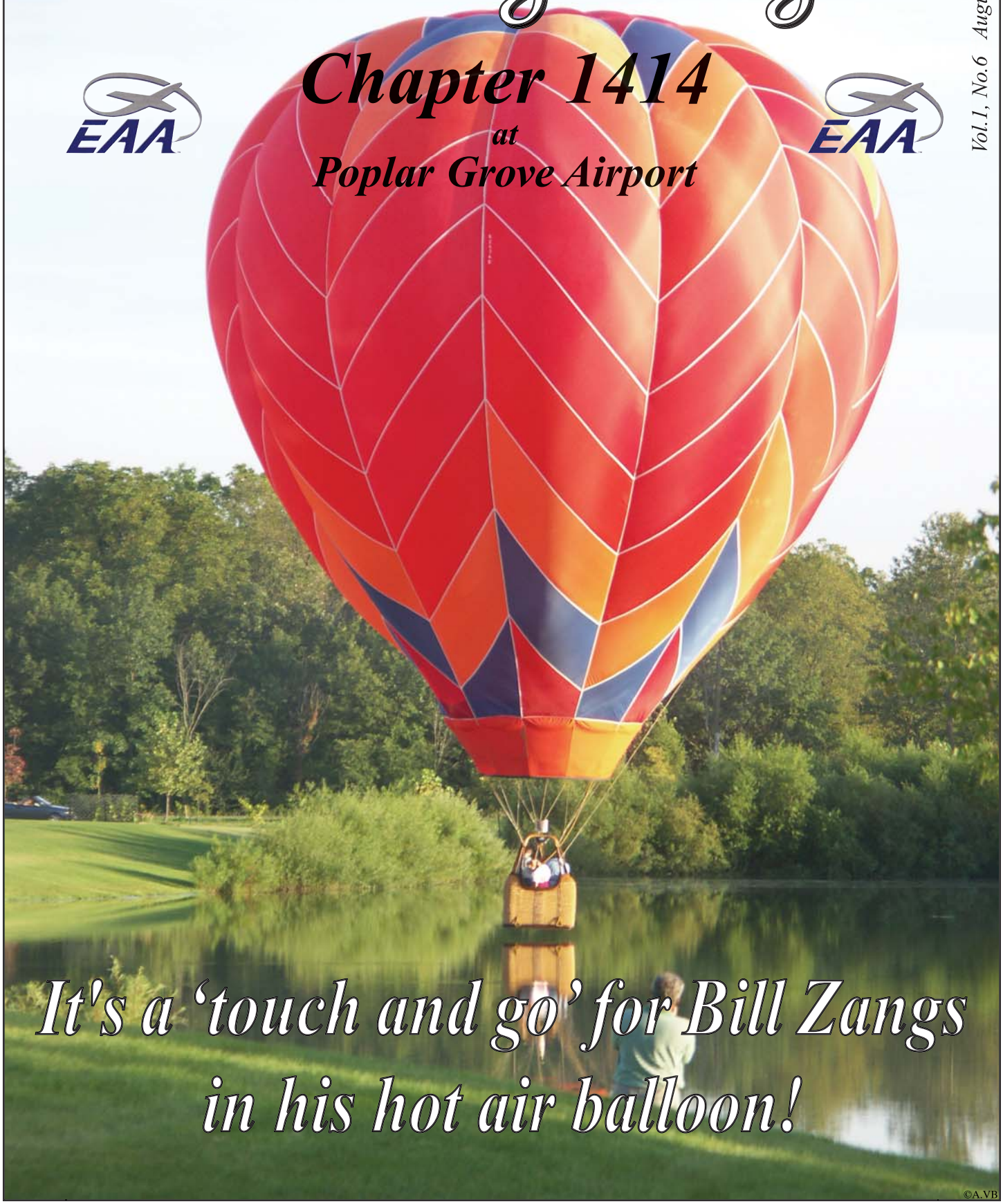
Leading Edge

Vol.1, No.6 August 2005

Chapter 1414
at
Poplar Grove Airport



It's a 'touch and go' for Bill Zangs in his hot air balloon!

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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!

President's Column

We thank Dr. Judith Giolitto for last month's presentation on the airmen's medical examination and the related issues and concerns of both the airman and the FAA. I suppose that many of us have concerns of just one or a few issues, but considering the size of our group, it may be that every issue got the attention of someone. The biggest word of advice was directed to the smoker – as smoking has a domino affect on one's health and ability to perform; especially at high altitudes.

Does it get better?

I'm really pumped up! Normally, such a feeling of anxiousness is not a good thing, but I'm enjoying it at the moment. It is due to the eagerness of getting into and exploring parts of aviation that previously have been beyond my normal hamburger runs; things to which my newly constructed airplane has opened new doors allowing the expansion of my personal envelope and building a gratification bank that makes me feel like I'm having a love affair.

Intro to aerobatics, getting reacquainted with night flying and learning IFR all add to providing this feeling of freedom in attitudes and environments that I had previously just barely tasted. Night flying is practically a new world for me and offers the freedom at night of not having to be home by any certain hour. IFR training is very rewarding too. Once I had a couple approaches under my belt, some things became apparent that instructors and video courses can't teach you, so I now have a much better comfort level communicating with all the various air controlling authorities.

I can't imagine the flying experience getting much better, but logic tells me it will.

Well, I need lots of new stuff to support these new interests, especially for aerobatics, I need my own parachute. If Christmas justifies cash flow for new toys in the winter, then in July, it's AirVenture. So the timing is now perfect for spending lots of money. Being the frugal shopper that I am, and with access to the internet and the classified ads from the Sport Aviation magazine, I came up with what I believe to be the best prices for my must-have items. As of this writing, with only one week to go until AirVenture, I can barely wait to visit with the different vendors and compare my prices with their show specials.

Read also Dianna Ingram's aerobatics article on page 7.

To be continued.

This Month's Meeting

For August, we will turn to the technical side and look to our guest Todd Hansen to demonstrate how to evaluate the balance condition of a propeller, make adjustments and evaluate the significance of the changes. Todd will actually balance a propeller on one of our members' airplane one hour before the general meeting (1800 hrs) and present the results for his formal presentation.

Tom Barnes

Newsletter Wins Award at Oshkosh


Photo by Tom Barnes

Each year, five newsletters are selected from nearly one thousand active chapters to receive special recognition. This year our ***Chapter 1414 Leading Edge Newsletter*** received 3rd place honors among the finalists. We congratulate our newsletter editor, Alex Von Bosse and Carol, his right hand helper, for their efforts and dedication to excellence, along with a special thanks to all those who contributed subject matter and articles without which this would not have been possible.

Tom Barnes

Looking Back at Last Month's Meeting

Tom Barnes took over the control yoke (stick) as interim president, due to Sam Helsper's resignation for personal reasons. Thanks, Tom, for stepping in.

We welcomed new members, Jay and Abbie Friddell as well as Tom and Cora Latos. About fifty members attended the meeting.


©A.VB

David and Susan Peterson showed us the rudder they built during their recent visit to the Zenith Aircraft Factory in Mexico, Mo.They're just getting started building a Zenith 701. During their visit to the Zenith factory, they got the chance to fly in a 701, which confirmed their decision to build that particular airplane. (Editors Note: What appears to be wrinkles in the rudder are reflections of the ceiling lights. The rudder is flawless.)


Zenith 701 from Zenith website

Don Pfeiffer talked about the FAA inspection he had on his RV-8 earlier that day. A minor discrepency was found, fixed and reinspected a couple days later. With the sign-off in hand, the first flight took place July 15th, 2005. Read Don Pfeiffer's article on page 4.

Ed Harvey reported on the successful Family Fly Day. A total of 91 Young Eagles received their first flight in an airplane.


©A.VB

Our main speaker was Dr. Judith Giolitto. She talked about what the AME looks for when a pilot comes in for a physical. She went over the form that needs to be filled out each time and what conditions would cause the AME to be unable to issue a certificate. The presentation was concluded with a question and answer session followed by an opportunity to speek with Dr. Judith Giolitto on a one-on-one basis during the coffee break. After her informative talk, Frank Herdzina thanked Dr. Giolitto by presenting her with one of his Cylinder Lamps.

Pancake Breakfast – August 13! We will have a pancake breakfast for our chapter members and their families and guests at Ken Kresmery's hangar (MD 4&5) near the Museum. Breakfast will be served from 7:30AM til Noon and costs $5.00.

A trip to Champion Aircraft Co. in Rochester, WI will be planned in the near future. Detailed information will appear in one of the next newsletters.

Carol Von Bosse


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Lunch Break

For July's trip, we headed south to the restaurant located at Prairie Lakes Golf Course near Morris, IL and we were treated to excellent service and fine dining at very reasonable prices. Around the table, for those who ordered one of the salads, I heard only praise. Some remarked that the salad meal could feed two. My rib-eye steak sandwich was good, but not something to write home about - like the salads. Regardless, the ten of us that made the trip all agree that Prairie Lakes should be visited again.


©A.VB

continued on next page

But getting to the golf course presented a challenge to Kerry and me, flying as a flight of two. We were going by the coordinates that I had published in the previous newsletter, and I felt there could be a margin of error, so when we were about four miles out, I started looking around for golf courses and what do you know, I spotted one right under us. A quick look proved it had a runway, so we landed and tucked the airplanes away out of the reach of stray golf balls. After a short wait, we saw Alex and Jim Hanson Jr. approaching, but they kept going. I contacted Alex on my handheld and after a period of deduction, we concluded we were at the wrong golf course. Who'd believe there were two golf courses with landing strips so close together? Da... Well, we eventually joined the group already seated, and confessed why we were late. You can imagine the heat we took for this story.

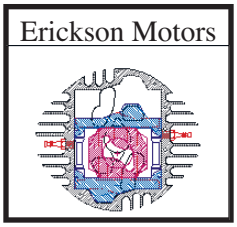
For those who have never been to Prairie Lakes Golf Course, the above picture shows what it looks like from the air.

For August 13th, rather than fly-out, we will stay in for our Chapter pancake breakfast at Poplar Grove (0730, Ken Kresmery's hangar, MD 4&5, near the museum).

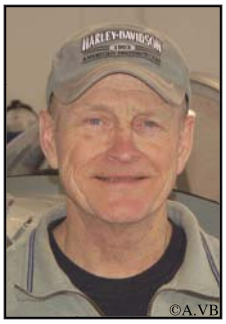
If you have not attended one of our brunch fly-outs, typically some of us gather at Poplar Grove in front of the FBO office around 10:00 AM and then launch in time to arrive at the destination at 11:00 AM. Others fly direct from where their airplanes are hangared. If you have an interest, but no airplane, don't let that stop you. We can not guarantee a spot, but there are usually some empty seats available for a ride. Just let one of the pilots know.

Tom Barnes

Answer to last months Quiz!



It is an Erickson "Migrating Combustion Chamber Engine." For more details and to see how this engine works, click on the picture at left or log on to:
http://www.ericksonmotors.com/technolo.htm



RV-8 Update

Well folks, RV-8 / N311D finally flew for the first time July 15th, 2005, 7:30AM, with support from my wife Charlene, Jim Hanson Sr, Jim and Colleen Hanson Jr. and with Scott Taylor and Tina Thomas flying chase. Steve Thomas supervised the mission. What an experience! It has a O-360 Lycoming/Hartzell constant speed combo and I feel like an Ole Hotrodder. Flew great, a little left wing heavy - the only complaint for the first flight. It's a great design. I have flown it 7 hrs as of the 20th of July.

Back on the ground after a "Successful First Flight"

Thanks to everybody for their support, especially my wife Charlene and my son Wynn for backing me and Scott Taylor for advice and support.

Don Pfeiffer

On the lighter side . . .

After landing: "Thank you for flying Delta. We hope you enjoyed giving us the business as much as we enjoyed taking you for a ride."

- -

As the plane landed and was coming to a stop, a lone voice came over the loudspeaker: "Whoa, big fellow. Whoa!"

It's QuizTime!

A *fairly large* small single engine airplane is equipped with auxilliary 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?

Introduction to Flight July 23, 2005

Vintage Wings and Wheels Museum held its second "Introduction to Flight" of the year at the museum grounds on Saturday, July 23, 2005. We were very lucky to get the flights in, due to threatening weather all around us, but the window of opportunity around 10:00 AM provided the kids with a wonderful experience in a light aircraft. A brief theory of flight class was offered along with a desciption of powerplant and airframe theory by Scott Ross and Dip Davis at the Springfield Hangar. All the youngsters had to observe the pre-flight of their pilot's aircraft before they could get their ride and even a few adults managed to hitch a ride.

Young Eagles Danny Georgens, Kyle Cutler and Matthew Spataro with their pilot.

Attendance was small, probably due to the fact that we flew 91 kids at Family Fly Day two weeks prior. We expect a large turnout at the September 17th Intro flight, which will be held at the Poplar Grove Airport Maintenance Hangar due to the World War II Event at the Museum.

A big thank you to EAA Chapter 1414 pilots Alex Von Bosse, Scott Ross, Red Bainbridge, Gene Kujawa and Chris Fisher for flying the kids.

Dennis Blunt, Youth Director, VW&W

Aviation Humor

Delta 25: Tower, Delta 25, which way we takin' off today?
Tower: Upward.
United 335: Tower, this is United 335, what's the direction of landing?
Tower: Downward

Member Profile

Bill Zangs

"How long have you wanted to be a pilot?" The job interviewer's question was legitimate enough. Looking back, it probably was meant to help me ease into the interview as much as reveal something of my interest in the job they had to offer. I was determined to answer all of his questions truthfully but I was afraid that what I was about to say was going to sound kind of silly.

"I don't know how long I have wanted to be a pilot. I guessed once that it started when I was about eight years old, but my mother overheard me and insisted that it was much earlier. So I would have to say, I've always wanted to be a pilot."

The gentleman was not surprised. "I've interviewed a lot of pilot candidates and I would estimate that about 75 percent of them say the same thing. They can't say when they first decided to be a pilot. It's just something they always wanted to do." I thought I detected a certain admiration in his tone for the clarity of purpose he thought the majority of us enjoyed.

During my childhood in Minnesota, I read everything I could find about airplanes and aviation. My mom shared my fascination with aviation and was always ready to take me to air shows that came to the area. Dad put up with our addiction. He let me take my first flight in the middle seat of a Cherokee 6 when I was 13.

Because of my interest in flying, I joined the C.A.P. in 1971 at age 14 as a cadet. Thanks in no small part to the volunteer efforts of men and women in my squadron, I completed the training that enabled me to take my private pilot written examination when I was 15. At 16, I soloed a Cessna 150. My Private Pilot's Certificate was obtained in October 1974, and my life and carrier as a pilot was off the ground.

During this time, the C.A.P. provided me with my first opportunity to participate in the sport of hot air ballooning. My squadron mates and I were recruited to assist as ground crew for balloons flying in the St. Paul Winter Carnival. Cold duty to be sure, but it lit the fire of interest and curiosity that would lead me to my role as balloon pilot and instructor today.

My first job was as a co-pilot for Iowa Airways in Spencer, Iowa. My responsibilities included writing tickets, loading and unloading baggage, cleaning the office, washing the airplanes, fueling the airplanes, helping with aircraft maintenance and rewriting the company's operation manual. Oh yea… and I got to fly along in our Cessna 404 as copilot.

The company closed its doors in August of 1979. After a short stay back at the University of Minnesota I was fortunate enough to be hired as a copilot by Air Illinois in Carbondale, Illinois. So it was off to Southern Illinois to seek my fame and

fortune as an aviator. It was here in the social desert of "Little Egypt" that I would serve my "residency," learning and developing the skills of a professional pilot. My flying here provided ample opportunity to grow and learn, and I benefited in ways I am still discovering today from the instruction and guidance I received from the many qualified people I worked with.

In May of 1984, I joined Midway Airlines headquartered in Chicago. Here was my first opportunity to fly jet airliners and what an opportunity it was. Our cadre came from the Navy and Air Force and had been flying since the time I first thought of being a pilot. Thanks to excellent mentors, I continued to grow as an aviator and a professional. In 1987 I was promoted to captain for the airline. I flew DC-9's and Boeing 737's all over the United States. I loved my work and had made a home for myself in the Chicago area. I even met a girl.

After settling down at Midway, I had the opportunity to reactivate my membership with the C.A.P.. To this point , my career pursuits had left me little extra time for anything else. In 1989, I became active with the Illinois Wing of the C.A.P. and discovered that it was the only Wing to have its own hot air balloon. When I mentioned my previous involvement with the sport in Minnesota, I was quickly recruited to assist with the Wing's balloon and the organization's summer flight encampment held each June in Mattoon, Illinois.

The encampment was always fun and the work with young men and women was challenging and rewarding. I found myself counseling and teaching and more deeply involved in the sport than I had ever anticipated. So much so, that when the FAA changed the Airspace Classifications, I was asked by other balloonists to use my expertise as a Flight Instructor together with my familiarity with balloon operations, to teach a course to balloonists on the subject of Airspace reclassification.

My effort was well received and my acceptance in the ballooning community, both professionally and personally, encouraged Judi and me to purchase a balloon of our own. In 1996 we purchased the Balloon Works FireFly-7B15 that we still fly today. As we had planned, we named it "Special Fool."

I suppose that deserves some explanation. In all of our crew activity to date, as well as during my balloon flying lessons, I had always worn a bright pink baseball cap that Judi had given me. The hat bore the name of the company she worked for in Chicago near Midway airport: "Special Tool." The name was written across the front in a cursive form that made the "T" look like an "F." It seemed no stretch for our ballooning friends' imagination to read the name on my hat as "Special Fool." We had enough fun with the associated kidding that Judi and I agreed that if we ever had our own balloon we would name it "Special Fool."

That of course is the long version…. Usually our friends just explain it this way:
She's Special… and he's the Fool. ☺

In addition to flying here locally whenever our schedule and the weather will permit, Judi and I try to participate in at least three or four organized balloon competitions each year. In 2005 we have already flown in the "Greater Galena Balloon Race", the "Rochester [Minnesota] Mayor's Cup Invitational", Lisle, Illinois' "Eyes to the Skies Festival" and still have plans to fly downstate in August at the "Pontiac Illinois Summer Fest." We are especially excited about our first opportunity to participate with our own balloon in the Albuquerque International Balloon Fiesta in October.

Bill and Judi Zangs at the Greater Galena Balloon Race

We get asked what special fascination ballooning holds for us. With me flying and Judi crewing, I suppose we have different perspectives; however we share the same appreciation for what this sport has provided. We most enjoy the chance to meet new people and share this unique experience with them.

Anytime we land where children can get to us the shine in their little eyes is obvious. The excitement and wonder is a delight to witness. But when you look around at the adults with them, you can't help but notice at least a hint of the very same thing. Whether people are flying along in the basket, crewing and chasing with Judi, or just watching as we put it all together or take it down, everybody seems to share the excitement. That's the part we like the best: Sharing the sport and our fun with all younger hearts and reintroducing that sense of wonder to the more experienced who may have not seen things in such a way for some time

Of course, for a pilot, I must say that there is something unique about learning to be part of the environment aloft - something special about mastering navigation with only the wind as your engine and truly joining with nature, absent the assistance of almost all technology. One friend of mine said that the ability to do that, and I think, sometimes just the desire to want to do it, is what helps to differentiate really good pilots from true aviators.

It might be said that pilots have the ability to capably and efficiently manage air-machines through a foreign environment. But aviators are part of the world aloft, like a true sailor is part of the sea. Ballooning helps me approach that. I like that. Ballooning makes me think I'm going to learn to be an aviator some day. And that's what the little boy my mom remembered really wanted to be.

Why Fly Aerobatics?

By Dianna Ingram

Imagine being strapped in as one with your airplane so that it becomes an extension of your body. As you dive for airspeed, a little left rudder keeps the nose pointed straight at your reference road. Now at the correct looping speed and once again level, you pull, watching the wingtip rotate about the horizon in a perfect circle. Over the top, inverted, the aircraft floats gracefully, almost weightlessly. Then the nose drops and arcs in a sweeping dive as you pull back to increase the G-load. Once again straight and level, you point the nose skyward 30 degrees, and apply full left aileron. The aircraft rolls gracefully, and you watch the horizon rotate easily through 360 degrees. You can experience this and more through a little aerobatic instruction.

Not only an activity for thrill-seekers or daredevils, aerobatics can benefit pilots of all kinds, even those who rarely ever depart from straight and level flight. There are many reasons why aerobatic training can be advantageous.

Aerobatic training can help the pilot know how to take the correct actions in the event of a wake turbulence encounter. If an aircraft gets rolled inverted by the wake of another aircraft, most pilots have a natural tendency to pull the aircraft's nose down through the last half of a loop (known in aerobatic lingo as a "split-S"). This results in a tremendous increase in speed coupled with an equally impressive loss of altitude. If the incident occurred at low altitude, this maneuver could certainly be deadly. A trained aerobatic pilot, when rolled inverted, would instinctively push on the stick/yoke to keep from descending, then would roll to upright flight with very little altitude loss. But this type of training is not necessary if the pilot simply avoids situations that could potentially result in a wake turbulence upset.

Basic aerobatics gives pilots a more precise level of aircraft control. Aerobatic pilots must know how and when to use their rudders in order to maintain a precise flight track through the maneuvers (it also doesn't hurt that most aerobatic aircraft are equipped with tailwheels). Aerobatics really drives home the concept of energy management. An aerobatic pilot must maintain a good dose of altitude or, in the absence of altitude, must maintain a good deal of airspeed. The aerobatic pilot who runs out of airspeed and altitude at the same time also quickly runs out of options (your aerobatic instructor should make sure there's plenty of altitude below you during training sessions).

Another great reason to learn aerobatics includes an increased level of confidence, gained from flying an aircraft thorough 360 degrees in all three axes of rotation. Also with this type of training, pilots develop a wonderful sense of situational awareness. The aerobatic pilot must always know in which direction the airplane is headed, all the while keeping a sharp lookout for traffic. As the pilot maneuvers the airplane through many different altitudes, the airspace above and below the aircraft must be cleared thoroughly.

But don't forget the absolute best reason for flying aerobatics: FUN!!!!!!! Once over the initial fear of the unknown that almost everyone experiences before the very first aerobatic maneuver, it really is quite a rush! Those pilots who do discover the joys of dancing through the sky in three dimensions know a freedom that few others ever get to experience. And that alone is reason enough.

Mike Neben's New Acquisition

Mike Neben recently took delivery of his newly restored, to pristeen condition, L-4 Cub. As you can see, he is all smiles. For you that don't know Mike, he is *folded* into the rear seat!

Congratulations Mike! We'll be looking forward to meet you in the air and at many Breakfast - and $100.00 Hamburger runs.

Alex

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from AvWeb's Short Final...

Overheard at a small Australian regional airport.

Regional Carrier XYZ: Tower, XYZ, we may be reporting a birdstrike on landing. We're just backtracking the runway to check.

Tower: There's a large bird lying on the runway, so we're confirming that strike.

Regional Carrier XYZ: Roger, XYZ. Can you see any damage?

Tower: Don't know yet, we haven't checked. . . But it's not moving.

EAA AIRVENTURE OSHKOSH 2005

FACTS AND FIGURES

Estimated attendance: Approximately 700,000 (increase of nearly 7 percent over 2004)

Total aircraft: More than 10,000 aircraft arriving at Wittman Regional Airport in Oshkosh, as well as other airports in the Oshkosh area.

Total showplanes: 2,927. That figure includes 1,267 homebuilt aircraft (record total), 924 vintage airplanes, 386 warbirds, 196 ultralights, 130 seaplanes and 24 rotorcraft.

Commercial exhibitors: 789

Registered international visitors: 1,813 from 65 nations. Top nations registered: Canada 424, Australia 290, Germany 170, Brazil 148, South Africa 121.

NOTE: This total includes only non-U.S. visitors who register at the International Visitors Tent, so the actual international contingent is undoubtedly larger.

Media: 904 media representatives on site, from five continents (2004 total: 711 media representatives).

Comments from EAA president Tom Poberezny:
"There were three factors we could see that contributed to the attendance increase this year: the switch to a Monday-Sunday format, which better suited people's travel patterns; ideal weather; and the incredible depth and the variety of the programs in 2005."

"There's something at Oshkosh for everyone in aviation. Every day there was something new--a new announcement, an unveiling-and it makes me proud to know that the industry looks upon Oshkosh as the place to be to make their announcements, to unveil their innovations. It's truly become aviation's premiere event, and EAA AirVenture Oshkosh mirrors us as an organization. This isn't an air show; this isn't an event. It's EAA, our chapters, our outreach programs, our homebuilders, vintage... every program, everything we do as an organization takes place here in one week, not to showcase it, but it represents what the organization is."

This information was provided to us by:
EAA Director Dan Majka

Thanks, Dan

*** Wanted ***
Your Oshkosh Experiences

I'm sure many of you spend some time up at AirVenture!

Please share your experiences through stories and photos in the September issue of your Chapter newsletter!

Last Call for Chapter 1414 logo contest entries!!!

Our chapter is in search of a logo! You can win $50.00 for submitting the winning design.

Everybody, put your creative thinking caps on. Submit your design of a logo(s) for our Chapter 1414, that shows best our involvement in aviation in connection with EAA that we all can be proud of.
So far we received only 4 entries, which surely is not a true representation of all the good ideas that are out there.

You don't have to be very elaborate in your design. Just put your thoughts to paper and we will create the art from your ideas.

Please turn in your entry (or entries) at the September chapter meeting.
P.S. The chapter meetings are always on the second Tuesday of the month.

Safety Corner by Nick Helsper

Is a ballistic parachute system right for your experimental aircraft?

Ballistic parachute systems are designed to safely lower light aircraft to the ground after an engine or airframe failure in which no other alternative is available. Already, over 170 pilots and passengers have been saved thus far by ballistic parachute systems. Many different aircraft have utilized these systems to render light aircraft much more safe. At first, Ballistic parachute systems were designed only for ultralights, but as technology and research progressed, systems designed for certified aircraft were also developed as early as 1993.

These systems have proven themselves many times over. "The BRS parachute is also used in over 25 experimental category small airplanes...more importantly, the BRS system is a proven lifesaver. BRS has over 100 stories from pilots who have survived crashes because they had a BRS parachute system in their aircraft." (nasa.gov) Certified aircraft such as the Cessna 150 and the Cirrus SR20 can also be fitted with BRS systems. Over 1,800 CAPS (Cirrus Airframe Parachute Systems) have been installed on the Cirrus SR20 thus so far.

Ballistic parachutes, sometimes known as ballistic recovery systems, are housed in small containers in similar sizes and shapes as small electric outboard boat motors. According to Recreational Mobility, a Florida light kit and ultralight supplier, ballistic recovery systems consist of three main components: the parachute, the rocket motor, and the mounting hardware.

The parachutes of these systems must be repacked, depending upon internal or external mounting, once every 1 to 6 years. A repack from BRS will set an owner back anywhere from $200 to $1200 depending upon the model. The 12" x 2" cylindrical solid rocket motors last up to 12 years. Mounting hardware may differ with each aircraft model

How much does one of these systems cost?

Ballistic Recovery Systems can cost anywhere from just over $3,000 to just under $5,000. Sound expensive? Perhaps not, considering the price of life. (Aircraft Spruce and Specialty)

References:

http://www.brsparachutes.com/history.html
http://www.cirrusdesign.com/whycirrus/
http://www.aircraftspruce.com/catalog/appages/brskit.php
http://ipp.nasa.gov/innovation/Innovation_85/R-16937-Web-V8N5/covpg.html

Reading for Mastery:

These articles discuss the history of BRS systems:
http://www.techbriefs.com/spinoff/spinoff2002/ps_2.html
http://www.brsparachutes.com/history.html

A very interesting, short video from ABC World News Tonight with Peter Jennings:
http://www.brsparachutes.com/

Events Calendar

Aug. 9,	Chapter 1414 General Meeting	6:00 PM	Poplar Grove AP Maintenance Hangar
Aug. 12-14,	EAA - B17 Tour	call Lumanair FBO for times	Aurora Municipal Airport
Aug. 13,	Chapter 1414 Pancake Breakfast	7:30 AM	Ken Kresmery's Hangar (MD 4&5)
Aug. 13,	Chapter 1414 Board Meeting	after Breakfast	Frank Herdzina's "North Hangar"
Aug. 20,	Ken & Polly's 2nd Annual "Day at the Hangar"	Noon	Ken Kresmery's Hangar
Aug. 21,	Poplar Grove Airport Pancake Breakfast	7:00 AM	Poplar Grove AP Maintenance Hangar
Sept. 3-4	Morris Skyfest		Morris Airport (C09)
Sept. 10,	German Wings and Wheels	9:00 AM - 3:00 PM	Oshkosh - Pioneer Airport
Sept. 11,	Fly-In Breakfast	7:00 AM - 12 Noon	Mt. Morris Airport (C55)
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

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, $25,0000.00,
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.

Ken & Polly's 2nd Annual Day at the Hangar

Ken Kresmery 847-742-0000

Saturday, August 20, 2005

Party in the Hangar in case of rain

Bar opens at High Noon, Lunch at 2:00PM
Italian Sausage and Sweet Corn

Things to Bring:
Children
Blanket
Friends
Something to go with Italian Sausage and Corn
Something to sit on

Things to do:
Ride in a 1979 Rolls Royce; Ride in a 1931 Model A Ford;
Bet on the Model T race; Sign up for the parachute jump;
Ride or fly an airplane. Sit under the Palm Tree with a cool drink.

Directions: I-90 West to Genoa Road - North to Route 76 to airport, first road to your right past airport is Orth Road.
New Hangars at Poplar Grove Airport - enter off of Orth Road, Museum Entrance - take first left - look for Ryan Blvd.
Kresmery's address is **Ryan Blvd. MD 4 & 5**

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.

EAA Chapter
1414
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61065