

# Leading Edge



## Chapter 1414 at Poplar Grove Airport



Vol. 1, No. 10/11 Dec. '05/ Jan. '06

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# EAA Chapter 1414

P.O. Box 399  
Poplar Grove  
IL 61065

## **President**

**Tom Barnes**  
(847) 541-6072  
skytop@megsinet.net

## **Vice President**

**Steve Langdon**  
(815) 874-5432  
slangdon51@hotmail.com

## **Treasurer**

**Frank Herdzina**  
(815) 544-6727

## **Secretary**

**Carol Von Bosse**  
(815) 544-7689

## **Newsletter**

**Alex Von Bosse**  
(815) 544-7689  
e-mail:  
flydo27@northboone.com

## 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

As our newsletter computer was out of service last month, I will edit and combine the two months into one article with appropriate headings.

### December

Our thanks to Dave Gustafson of the Rockford FAA tower for his informative and entertaining presentation at our November meeting. At the conclusion of his presentation, Dave invited our Chapter to tour Rockford's terminal radar and tower operations and gave us a mid-day and evening time slot to accommodate our group. At the tower, I found it especially interesting how information about your aircraft (such as "N" number and a/c type) is entered into their system and first goes into a holding area and is automatically tagged with a computer generated transponder code. Then, as soon as your transponder squawks the code, that information is moved from the holding area to the radar screen, next to your tracking echo. Then if you have an altitude reporting transponder, the altitude also appears near the echo.

Our December meeting was held in Frank Herdzina's hangar, across from the museum, where we had a holiday social event. Approximately eighty people attended the pot-luck style feast. Santa also made an appearance and had sweet gifts for everyone. We want to thank Frank for coming up with the idea and for providing the facility and a special thanks to Jeannie Hill for coordinating the event and attending to the many details that can so easily be overlooked. The event ran so smoothly that one would think we had done it a dozen times.

It's that time of the year now to renew our memberships, so please take care of your renewal with our treasurer, Frank Herdzina, as soon as you are able. The dues are unchanged from last year's rate of \$20. We have a limited number of EAA calendars to be given to the early birds (first come, first served), but you will have to pay at one of the meetings and pick it up. The Chapter address is listed in the top left corner of this page, if you wish to renew by mail.

On the action front, most of my November was spent performing the annual condition inspection on my airplane, but I did in fact finish up in time to get in a couple short and sweet flights. During the inspection, I found an issue with the cable adjustment to the prop governor that unleashed 1200 rpm, accounting for a (non-scientific) added 200-300 feet/min climb. I'm so amazed how this "flying thing" just keeps getting better and better. I hope to fly it to Kentucky around the New Year's holiday.

### Open House

On November 19th, Dan Helsper opened his hangar for us to visit his Pietenpol Air Camper project. It was a beautiful day and more than forty people came away with an appreciation of the fabulous work Dan has done so far. This is not a kit; it is constructed purely from plans. I found it interesting that Dan built his own fuel tank and in the process, learned more than one way to weld aluminum. He ended up using the TIG welding process and the finished product looks very professional.

Thank you Dan for your hospitality!

### January

Our January meeting will return to our usual location in the maintenance hangar. Our guest speaker is Donald Harreld. Immediately after graduating from college with an engineering degree, he went to work for North American Aviation on the XB-70 project. He was there for the construction of two airplanes and the crash of one of them.

Tom Barnes

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*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 1414's first Christmas Party!*

On December 13th, Frank Herdzina was gracious enough to open his "Bird" hangar at the north end of the airport for our first annual Chapter 1414 Christmas party. Over eighty members and their guests joined in the celebration. The party started at about 6:30 PM and lasted well beyond the point where most of the food was gone.

Jeannie Hill did a great job of organizing everything and preparing for the event. Thanks to her, we had quite a variety of delicious foods, instead of all desserts. People were very cooperative about contacting her to let her know what they could bring, so that there would be a lot of different types of food. All of it was very tasty, which was proven by the fact that almost everything was eaten by the time the party was over.

We even were visited by Santa Claus, who passed out candy canes to everyone until he ran out. All in all, it was a great opportunity for the members to spend an evening visiting and getting to know each other in a friendly, relaxed atmosphere and enjoy excellent food at the same time. We're already looking forward to next year!

*A great time*

*was had by all.*





# Looking Back at the November Meeting

Dave Gustafson was our "Feature Speaker" at the November meeting. Dave is an Air Traffic Controller at the Rockford Airport - (Class D/Tersa).

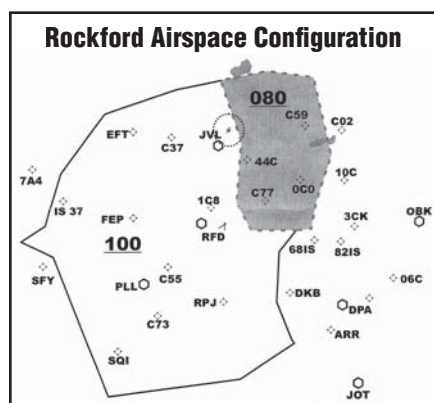
His presentation included a map of the Rockford Airspace Configuration formerly called "Astro Approach Control", now renamed to "Spud Approach Control"; of course, these are only nicknames, not the politically correct names (in ATC speak), but whatever works is fine with me. Services provided allow for



Dave Gustafson

Touch 'n' go's, Practice Instrument Approaches, Surveillance Approaches as well as Precision and Non-Precision Approaches.

Dave also informed us of the fact that if a pilot is not comfortable with a particular runway assigned by a controller due



to wind conditions, the pilot can and should request a different runway. Maybe in the future we will have an extreme crosswind and I'll be able to test the system.

## Additional Points to keep in mind:

- Both runways serviced by ILS approaches.
- Runway lights are on at all times during night time.
- If you are not sure about an instruction, ask!
- The pilot of a small airplane at an intersection departure has the option to waive the 3 minute wake turbulence delay, -- but I'll bet it's his neck if something goes wrong.
- No radio - call ahead to let them know you're coming.



Drew Bowe, Chuck Downey, Dave Gustafson and Ken Kresmery during the daytime - tower visit.

Alex and Carol Von Bosse

# For Your Information!

by Frank Herdzina



## CHROMATE-FREE PRIMER

Desoprime CA 7049 epoxy is a chromate-free primer for aluminum and ceramic structures. It protects aerospace components from corrosion. The environmentally friendly, high-solids primer has less solvent for lower VOC [VOLATILE ORGANIC COMPOUND] emissions.

for more information contact:

PPG Aerospace PRC-DeSoto International Inc.  
Box 1800  
5454 San Fernando Rd.  
Glendale, CA 91209  
[800] 237-6649  
ppgaerospace.com

## Pietenpol Open House

On November 19, 2005, Dan Helsper hosted his *Open House* to the Chapter members. All in all, I counted over 40 people that showed up during the time I was there.

Dan is doing a fantastic job on his project. The woodwork is so elegant, that I feel, Dan should cover the entire airplane with transparent material, so as not to hide the beautiful workmanship underneath it. The following pictures speak for themselves.



continued on next page

# Junior Ace Update

by Tim Gallagher

The Gallagher Pober Junior Ace is looking more like an airplane every day. Some attention has been paid to the nose of the aircraft in recent months. Paul Poberezny originally fashioned the nose of the Ace to accept a flat engine. The shape of this Junior Ace's nose section will be blended from the front of the cockpit forward. My Ace has a radial engine, so the nose will become round by the time it reaches the exhaust collector ring of the R2800. The firewall is now FAA approved stainless steel (the pattern was built out of Masonite – there were many questions as to the fire rating of that material). It has a flange around it to attach the accessory cowl.

Other aluminum fuselage formers have been beaten into shape and are mounted on the next station aft of the firewall. They have nut plates in them for the boot cowl. An instrument panel has been fabricated out of aluminum and covered with 1/16" mahogany plywood. Chapter member and all around good guy Ken Morris volunteered his dad to make an aluminum false face to cover the primary flight gauges. It will add some depth to the panel, and offset the wood very nicely. A steel sub panel was bent out of 4130 steel to hold the switches and circuit breakers below the instrument panel.



The frieze type ailerons are now being covered, using the Polyfiber method. The ribs are stitched and taped. The lines are looking nice and straight. The ailerons are just about ready to be sprayed. When the time comes to stitch the wings, Tim is considering a chapter-wide rib stitching party. That should give us all something to do on some cold winter evening. Stay tuned for more developments.



The Aileron detail is a good example of Dan's workmanship



The Tail section is being inspected.



Fuel tank edge welded using the Tig welding process.

*Alex*



# Young Eagles Flight

by Bob Fry

I had the chance recently to do a Young Eagle flight that once again reminded me how incredibly blessed we are to be able to fly, and how important it is to share this awesome experience with others whenever we get the chance – and just how much fun it all can be. I've done many Young Eagle flights in 13 years of flying, but some just stand out as real treats, and this is one that will be added to that list.

Jeff Brown had been by to upgrade our North Boone Broadband internet service, and we got to talking about flying – Jeff had a beautiful Pitts biplane years ago, and mentioned that the folks at Candlewick were interested in getting some pictures of the golf course currently under construction.



Always looking for an excuse to go flying, I offered to fly Jeff over the construction site for some pictures when the weather improved (remember the weekend during the month of November this year when the wind was 35 knots - gusting to hurricane.....), and we left it at that.

Jeff called within a week or two and asked if I had some time the upcoming weekend, the weather looked acceptable, and by the way, would I mind if he brought along one of his boys. I called back, and mentioned we could take up to four passengers – no sense leaving any seats open. Our 206 seats six, but with our three kids I usually have one of the seats out to leave extra room for baggage.

We arranged to meet Sunday afternoon, around 3:00 pm. It was a grey overcast day, but the ceilings were around 2500 feet, and the wind was calm – not a bad day for November flying around Chicago. Jeff met us at the hanger with his three boys, Justin age 9, Trevor age 7, and Keegan age 5.

I had already completed the preflight so we began getting the boys settled, seat belts on, and of course the most fun of all – the headsets. Justin and Trevor had been flying with Dad before in the Cub, but for the youngest – Keegan – this was to be his first flight. Kids always have a ball with the headsets – they just love to hear themselves talk – so we had the usual chatter – Justin, “Can you hear me? – Trevor – “Roger,

can you hear me?” – and so on. We taxied out to Runway 30 and did our run-up. I briefed everyone one last time with my usual spiel for new passengers to try to reassure them - “Ok boys – it will be a little noisy during takeoff – if anyone feels uncomfortable at all you just let me know”. You never really know what reaction you'll get as you take off with someone for their first flight. Some are absolutely silent – just taking it all in – some are nervous – occasionally asking questions to try to calm themselves – and some – well – you know – you see that look on their face and wonder where in the world you last saw those sick sacs.....



I pulled out on to the runway, rolled in the power, and immediately I began to hear this roar – maybe a scream - from the back seats. It very quickly built to an absolute howl – it was three little boys screaming in delight – “Wow – this is incredible”, “Wow this is FAST” – but my absolute favorite, “Wow – this is even faster then the Mustang !!!!!!!” It was incredible, and non-stop chatter. These little boys were having the time of their life. We flew over their house, around the golf course with Dad taking pictures. They were chattering the entire time – giddy with excitement. After pictures, Jeff took the controls and got some flying time in, and we just enjoyed the sights. Then it was back to the airport as the sun was setting. It all took maybe 30 minutes or so – but it was the most fun I've had flying in a while – and another reminder of how wonderful it is to share this adventure with others. Thanks Jeff, Justin, Trevor, and Keegan – thanks for sharing the sheer joy of flying with me on a cloudy Sunday afternoon. You made the day a whole lot brighter!

# *Dirty Side Up . . .*

## **TAILWHEEL PILOTS HAVE MORE FUN**

by Dianna Ingram

This month, I am taking a break from talking aerobatics to write about another closely related and important subject. Considering that most aerobatic aircraft have tailwheels, anyone interested in serious aerobatic training is going to encounter the tailwheel airplane sooner or later, and should consider getting tailwheel training. Even if you're not interested in aerobatics, there are some compelling reasons to seek tailwheel instruction. Just forget for a moment the whole new world of wonderful airplanes that will open up to you. Forget the Stearmans and Piper Cubs. Forget the Pitts, Starduster, and tailwheel RV's. Forget that once you get the hang of it, it becomes extraordinarily fun.



Even if you never, ever intend to set foot in a tailwheel airplane again, the education gained from spending about five to ten hours in a tailwheel aircraft is invaluable. Nosewheel pilots find that, after gaining some exposure to tailwheel aircraft, they become much more skillful at handling their own airplanes. Don't let the rumors about the squirrely nature of tailwheel aircraft scare you away from them. Although these rumors do have some truth to them (tailwheel aircraft are tougher to land), these characteristics are precisely what makes tailwheel training so valuable.

Once they are airborne, tailwheel aircraft fly the same as anything else. They operate by the same aerodynamic principles as any other aircraft, nosewheel airplanes included. On the ground, however, is where the similarity ends. Due to the location of the center of gravity between the main wheels and tailwheel, taxiing a tailwheel airplane is a lot like riding on a weathervane. These aircraft have a much stronger tendency to turn into the wind than nosewheel aircraft, so the pilot must be cognizant of where the wind is coming from at all times and be ready to immediately correct for any heading deviation. Almost all pilots have heard of the dreaded ground loop. While not strictly a tailwheel aircraft problem, tailwheel aircraft are much more susceptible to ground loops. Ground loop severity and susceptibility is based on momentum. The faster the aircraft is going, and the faster the turn into the ground loop, the more likelihood there is for damage. Ground loops generally result from either failure to handle the wind correctly, or turning the aircraft before it has slowed down sufficiently enough to turn safely. They are, however, preventable by being one step ahead of the airplane, and always keeping the nose going where you want it to go.

Another concern that the tailwheel pilot has, called a nose-over, is when the tailwheel comes off of the ground, the nose comes down, and the propeller hits the ground, and the aircraft may tip over forward onto its nose or back in more extreme cases. Just like the ground loop, nose-overs are preventable by keeping the yoke or stick back while taxiing (whenever the wind conditions don't dictate otherwise) and also by not applying brakes until the tailwheel is firmly planted on the ground.

I know what you're thinking. So far, I've only described the downside of tailwheel flying. What are the benefits, anyway? In learning to handle a taildragger, and deal with all of its idiosyncrasies, a pilot earns an increased level of aircraft control. Tailwheel pilots cannot just settle for small deviations; any heading, airspeed, altitude or sink rate deviation must be controlled immediately to get the desired results from the aircraft. Therefore, tailwheel pilots also learn more precise aircraft control. After flying nothing but nosewheel airplanes for a long time, many pilots get lazy on the rudders. No such luxury exists when dealing with taildraggers. Believe it or not, once a pilot gains a little experience with such aircraft, they start to have fun. They enjoy the challenge of doing or even mastering something that is difficult to do. There is nothing more rewarding than good landing at the end of a successful flight, especially in a taildragger.

Stay tuned next month, where I will discuss how to get a tailwheel endorsement.



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## *On the lighter side . . .*

Overheard at a nontowered airport in Northern California. The pilot of a Cessna 180 on amphibious floats, en route from Kentucky to Alaska, called for an airport advisory, and the Unicom operator issued the following:

"Wind calm. No reported traffic. Use runway 32 or 14, your choice."

The 180 pilot replied, "Which runway is longer?"



# *What our members are flying . . .*

## **KenKresmery's Ryan Model P.T. 22**

**Based at Poplar Grove Airport**



Built as a P.T. 21 for the Army Air Corps on November 21, 1941, 25 days before the start of W.W. II. Converted to a P.T. 22 by installing a Kinner Engine of 160 HP @ 1850 RPM.

P.T. stands for Primary Trainer

No Electrical System • Propeller - Wood by Sensenich

10 Gal/Hr • Empty Weight 1272 Lbs • Useful Load 553 Lbs

Length 22'5" • Wing Span 30'1" • Maximum Speed 125MPH

Range 352 Miles • Ceiling 15,500 Ft

History: 99 P.T. 21s, 1023 P.T. 22s, 25 P.T. 20As

Approximately 100 are still flying

Cost when new \$10,000

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## *Answer to last month's Quiz!*

In what year did Dick Rutan and Jenna Yeager fly non-stop around the world?

a. 1979      b. 1984      **c. 1986**      d. 1989

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## *It's QuizTime!*

Do you know the meaning of the acronym **MALSR**?

- A) Military Aviation Long-Range Surveillance Radar
- B) Maximum Altitude Long Sweep Radar
- C) Medium Intensity Approach Light System with Runway alignment indicator lights

## Member Profile

**Steve Dietz**

**EAA Tech Counselor # 5039**



Photo by Steve Langdon

**G**rowing up in an aviation family, it is hard to say exactly when the bug bit. I have a father and two brothers that are career pilots.

Some of my earliest memories are of watching my dad fly his first Pitts Special.

I attended Rockford's Auburn high school which is just across the street from Cottonwood airport. This wonderful fact made commuting to high school via airplane possible and I DID! A great way to build time in the air.

I received an A&P rating at Rock Valley College and a bachelor's degree at Southern Illinois University.

After graduation, I began my career working on Beech 18s at Aero Taxi. After a move to Minnesota, I worked at a Seaplane base and spent 13 years with Northwest Airlines working primarily on DC-10s, 757s and DC-9 aircraft. During this time I became experienced in working with composites and sheet metal.

While in the Minneapolis area, in addition to working for Northwest Airlines, I owned an aircraft restoration business where we rebuilt two J-3 Cubs, two PA-18 Super Cubs, a Rearwin Sportster, as well as rebuilding several wings, tail feathers, and numerous miscellaneous parts.

The restructuring in the airline industry necessitated my relocation from Minneapolis to the Rockford area. It also necessitated that I look for a new job. Nineteen months ago I landed at Poplar Grove and in Dave Noe's lap working in the Air frame shop.

My association with the EAA goes way back. My dad was a very early EAA member. I was a charter member of Chapter 1360 in Princeton, MN. I have attended more EAA Flyins than I can count, even if I take off my shoes.

Current projects include rebuilding a Luscomb 8A/8F and a Culver Cadet. The Luscomb rebuild was made necessary by an unplanned excursion into a cornfield next to the runway. Once these are finished a Fokker DR1, the tri-plane, and a Pietenpol Aircamper are waiting in the wings.

I keep current flying a Hatz CB-1 as well as anything else I can get into. I have an affection for aircraft that are old, have round engines and leak oil. If you have one and if it is getting lonely let me know.

I recently became an EAA Technical Advisor. My first inspection was on Steve Langdon's RV-6 wing. I am looking forward to working with many other chapter members as their projects progress.



# Safety Corner

by Nick Helsper



## What does chemistry have to do with flying?

In the 1960s, more than 30 percent of pilots who were killed in plane crashes had elevated blood alcohol levels. Some studies have shown that this level dropped to 8 percent in the 1990s. - (Hopkins)

What are the effects of alcohol in the body?

Alcohol is a depressant, and its side effects depend upon such factors as, "gender, body weight, rate of consumption, and total amount consumed." (FAA) "Alcohol interferes with the brain's ability to utilize oxygen, producing a form of histotoxic hypoxia." (PHAK) This hypoxia or oxygen deficiency increases with altitude. The effects of one drink can equal two or three drinks at altitude. Even small amounts of alcohol, as little as .01% can impair vision and hearing. (PHAK)



How does the body eliminate alcohol from its tissues?

The liver eliminates from one-third to one-half ounce of alcohol per hour. "Cold showers, drinking black coffee, or breathing 100% oxygen cannot speed up the elimination of alcohol from the body." (FAA)

The FAA has developed a personal checklist, similar in nature to the checklist we learned last month (AVIATE). In contrast, this personal pre-flight checklist allows a pilot to gauge whether or not he/she is fit to fly. Use of this IMSAFE checklist has been developed by the FAA to aid pilots in self evaluation of their own fitness for flight. One of the key letters in this easy to remember acronym is "A," and represents "Alcohol." This acronym asks, how long has it been since your last drink? Do you have a hangover? IS the alcohol still effecting you in any way?

Regulations that govern consumption of alcohol and drugs is found in CFR part 91.17. This regulation states:

No person may act or attempt to act as a crewmember of a civil aircraft:

- Within 8 hours after the consumption of any alcoholic beverage.
- While under the influence of alcohol.
- While having .04 percent by weight or more alcohol in the blood. (FAA)



Even if a pilot complies with these regulations, he/she may still be experiencing the effects of a hangover. If the alcohol is still effecting a pilot, that pilot is STILL non-compliant with the FARs.

Sometimes embarrassment can be the biggest deterrent for deplorable behavior. NTSB reports can easily be accessed by anyone through the world wide web. See the local example below in Reading for Mastery. Secondly, the FAA may suspend or revoke a pilot's certificates and/or deny that pilot application for another certificate for up to one year. (FAA)

As pilots, we are called to higher standards. We are representatives of our industry to both our communities and to student pilots who observe our practices. Always strive to be the best possible example to your fellow pilot.

### References:

Pictures complements of the FAA:

- <http://www.faa.gov/pilots/safety/pilotsafetybrochures/media/alcohol.pdf>

Pilot's Handbook of Aeronautical Knowledge (PHAK)

- pg. 15-8

14 CFR Part 61.15, 91.17

Article by Johns Hopkins Medicine concerning alcohol and flight

- [www.hopkinsmedicine.org/Press\\_releases/2005/01\\_06\\_05.html](http://www.hopkinsmedicine.org/Press_releases/2005/01_06_05.html)

### Reading for Mastery:

Excellent brochure on the effects of alcohol by the FAA:

- [www.faa.gov/pilots/safety/pilotsafetybrochures/media/alcohol.pdf](http://www.faa.gov/pilots/safety/pilotsafetybrochures/media/alcohol.pdf)

NTSB report of an intoxicated pilot who made an emergency landing due to fuel starvation with fuel still onboard in Dekalb, IL. Flying while intoxicated is indeed a concern in Illinois.

- [www.nts.gov/ntsb/brief.asp?ev\\_id=20010308X00569&key=1](http://www.nts.gov/ntsb/brief.asp?ev_id=20010308X00569&key=1)

Questions, Comments? (nickhelsper@letu.edu)

# Still Time To Make it Personal

You know the Washington ADIZ is hurting general aviation, and you don't want your community to be next. But what's the best way to communicate that to the FAA?

[AOPA has made writing and filing your comments easy](#), with step-by-step instructions and links so you can file your comments electronically. When you write to the FAA, describe yourself as a pilot, including the certificates you hold, and the type and amount of flying you do. Then tell the FAA how this type of restriction adversely affects VFR flying. You can use your experiences from the post-9/11 Enhanced Class B that imposed similar operating restrictions in the Class B airspace in your area. In your own words, tell the FAA that the Washington ADIZ is operationally unworkable and imposes major burdens on pilots and air traffic controllers alike, all with minimal security benefits, and it must not be made permanent. Point out that Washington, D.C. can be protected with the existing requirements for the 15-mile Flight Restricted Zone (FRZ), and lighter aircraft, flying at slower speeds, should not be subject to the current ADIZ requirements for filing a flight plan, obtaining a unique transponder code, and maintaining two-way communication with air traffic control. For more tips and electronic filing links, visit AOPA Online at [www.AOPA.org](http://www.AOPA.org).

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

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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.

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**Four Sitka Spruce panels** available for wing or tail spars, parts makeup, etc. Panels are 3/4" thick x 10" wide x 18' long. Bargain priced at 1/2 of retail for quick sale. Call Lon Danek, 847 381-4286.

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**For rent:** New 2 bdr, 2 bath condo 3 miles north of C77. 2 car garage, wash & dry. \$825.00 plus utilities. For info call Dean May at 815-337-5845.

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### *Events Calendar - 2006*

Jan. 10,	Chapter 1414 General Meeting	7:00 PM	Poplar Grove AP Maintenance Hangar
Jan. 14,	Chapter 1414 Board Meeting	8:00 AM	Frank Herdzina's "North Hangar"
Jan. 28,	EAA Skiplane Fly-In	8:30 AM - 4:00 PM	Pioneer Airport, Oshkosh, WI
Feb. 14,	Chapter 1414 General Meeting	7:00 PM	Poplar Grove AP Maintenance Hangar
Feb. 18,	Chapter 1414 Board Meeting	8:00 AM	Frank Herdzina's "North Hangar"



# 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**

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## 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

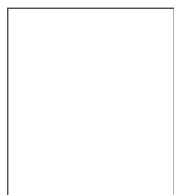
# Premeeting Checklist

- \_\_\_ • 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 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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EAA Chapter  
1414  
P.O. Box 399  
Poplar Grove, IL  
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