

Leading Edge



Chapter 1414 *at* *Poplar Grove Airport*



Vol.1, No.5 July 2005

Lee Hilbert's Champ



flies again!

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!**



A change in Leadership

We'd like to extend a heartfelt thank you to Chapter 1414's first president, Sam Helsper, who, due to personal commitments and time restraints has resigned as president. Sam will continue to support our chapter and remain active as a director for 1414. For the time being, I will fulfill the role of president.

Tom Barnes

President's Column

Where we stand after six month of organization.

Organization

Planning an EAA chapter began in December 2004, sparked by the suggestion of Sam Helsper in the presence of Frank Herdzina. Now, thanks to the efforts of Frank Herdzina for gathering a slate of officers and mailings to more than one thousand people, we have a paying membership of more than ninety, with an active meeting attendance of more than sixty members.

Monthly, normally on the Saturday following the general meeting, the board of directors meets to plan short and long range activities and goals. The meetings are open to all members and begin at 0800 at Frank's north hangar.

Activities

As we are a new chapter, it is appropriate to communicate and drive our activities based on the wants and desires of our membership. Surveys were taken and it was made clear by those who responded that building/restoration projects, fly-out events and social gatherings are the priorities. We are meeting this challenge as evidenced by:

- Communication via "Leading Edge", our monthly newsletter published by Alex Von Bosse.
- The restoration project of Lee Hilbert's Aeronca Champ, overseen by A&P/IA Dip Davis. We had participation from approximately forty members off and on.
- Projects under construction - Open house (hangar) tours.
- A monthly fly-out brunch to an airport restaurant.
- A tool crib. (Ed. Note: If anyone has tools to contribute, donate or loan, please step forward.)
- A chapter pancake breakfast planned for Saturday, August 13, 2005 (details on page 4)
- And last but surely not least are the monthly chapter meetings.

Financial

When setting the dues, the officers agreed that it was important to keep the annual dues to a minimum and that we would have to find ways of subsidizing our expenses. The largest ongoing expense would be the printing and postage of the newsletter each month. By being able to distribute the majority of newsletters via e-mail instead of producing and mailing hard copies thru the postal mail, we save over \$1000.00 per year.

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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 1414s.

Fund Raising

As mentioned earlier, our expenses outweigh the income produced solely by annual dues. We have implemented a coffee can fund associated with our break refreshments and we have a couple of programs associated with a raffle. In months when we have item donations to raffle, and I don't mean junk that no one wants, we will sell tickets for the item(s) and the chapter will take the pot. Other times, when we have no items, we will do the 50/50 raffle where the winner takes half and the chapter takes half. Going forward, we encourage everyone to participate in the raffle as all the proceeds will go back into your chapter. Another opportunity is offered by EAA. For each new EAA membership we sponsor, the chapter gets ten (\$10) dollars rebate. So be sure to advise new EAA members to either mention Chapter 1414 at the time they join EAA (800-843-3612 with major credit card), or else join through us and we will process the application.

I hope this gives you an idea of from where we've come and a direction of where we're going. We don't have all the answers and we desperately need to be reminded of your interests and direction for both monthly speakers and long range projects. In the months to come, we will implement more activities and hope it is your feedback that sets the course.

Looking Back at Last Month's Meeting



Scott Landorf,
Safety Program Manager
FAA - Great Lakes Region

Scott Landorf, Safety Program Manager for the FAA Great Lakes Region, presented us with an excellent program on safety related issues regarding home-built aircraft and their operation. The program was enhanced by a Power-Point presentation and a video clip showing that even the heavy iron flyers have at times some difficulty on their final approach to landing when less than ideal conditions prevail.

Topics included: *ac-preflight, casual factors, human factors, what went wrong, evaluating judgment, decision making for pilots as well as CFIs, the sport pilot program, the WINGS program, emergency landings and SPANS.*



Sam Helsper presents Scott Landorf with a
Cylinder Lamp built by Frank Herdzina.

It was an eye-opener for many who attended, to find out how easily some pilots get themselves into trouble by being careless and making the wrong decisions at the wrong time.

We would like to thank Scott for taking the time to come out to our Chapter and presenting us with a most interesting program.



At our June '05 meeting, over one hundred people attended the excellent program presented by Scott Landorf, Safety Program Manager of the FAA's Great Lakes Region!

continued on next page

Congratulations to Dick and Jeannie Hill on their 31st Anniversary



A big Thank You to Jeannie Hill for bringing the delicious cakes to share at the June meeting. The occasion for the cakes was Dick and Jeannie Hill's 31st wedding anniversary. Congratulations

to the two of them and many happy returns.

This Month's Meeting

For our July meeting, we will have Dr. Judith Giolitto, our local FAA Airmen Medical Examiner, to talk about passing your physical and other open subjects. As always, our monthly meetings are on the second Tuesday of the month in the Poplar Grove Airport Maintenance Hangar, starting at 7:00 PM.

AirVenture 2005

Now, regarding the near term; AirVenture 2005 is just weeks away and runs Monday, July 25th through Sunday, July 31st. Personally, if for no other reason, I want to go to see the P-38 Glacier Girl and SpaceShipOne and White Knight. For a more complete picture of the attractions, visit the www.eaa.org web site.

Chapter Pancake Breakfast

Who's invited? Chapter members and their guests.

When? Next month, Saturday August 13, 2005 at 0800.

Where? Ken Kresmery's hangar near the Poplar Grove Airport museum.

Chairpersons: Jeannie Hill, Frank Herdzina.

Do we need any help?

You bet! Contact Frank at 815-544-6727.

Tom Barnes

Lunch Break



This past trip (June), we paid a visit to Pilot Pete's at the Schaumburg Airport (06C) and were rewarded with calm air and what started out as clear skies. (My copilot remarked that this is her most favorite of all airport restaurants.) We will rank this event as quite successful considering some of our regulars were out of town for Father's Day weekend. As an added bonus, three individuals who might not have otherwise gone were able to fill empty seats and we enjoyed their company.



For our July 16th brunch, we will head south to the restaurant at Prairie Lakes Lodge Golf Club. This is a nine hole, par 37 golf course with a landing strip down the middle. I understand the landing strip is just as well maintained as the fairways. It is a private strip and does not have an unique identifier, so you'll have to locate it at ~N41.24', ~W88.41'. This is located about midway between Morris (C09) and Illinois Valley Regional – Duncan (VYS). When asked of his specialties, the chef recommends the rib-eye steak sandwich for \$7.95.

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. Typically, the date is the Saturday following the General Chapter Meeting. 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

Tower Talk

Tower: Cessna 3 Bravo Delta, this is the tower. Say Altitude!

Cessna: "Altitude"

Tower: Cessna 3 Bravo Delta, Say your Altitude!

Cessna: "Your Altitude"

Tower: Cessna 3 Bravo Delta, Say "Request priority to land, so I can go to the FAA and surrender my pilot's license!"

Cessna: "Altitude is 5500 feet, Sir . . ."

Champ Update



She Flies Again

After five months, over 1,100 man-hours, the help of 2 EAA chapters, 3 I.A.s, the tenacity of over 50 men, women and kids, as well as several teachers, mentors, and craftsmen, she flies again.

As many of you know, my Aeronca Champ and I had an unfortunate

experience on January 18th of 2005. While experiencing engine problems due to 3-degree air temperature, I set down the safest place I could see to land. Everything was going well until I found a bad parking spot, which ended up being a 4 foot deep outlet channel of Lake Delavan. Fortunately there was very little damage, just some cowling parts and my pride. So



it was time to rebuild both the airplane and my pride, and if I do say so myself, they both came out great.

There are a lot of people to thank for this great achievement. I have to first thank my wife for her patience in allowing me to put everything else aside so this could happen. I would like to thank Larry Steenstry and the recovery crew he brought with him to lead the way in retrieving the Champ from Lake Delavan. Thank you very much to Ken Kresmery and Frank Herdzina for the extended use of their facilities and help. We all owe a thank you to people like "Dip" Davis-"Mr. Fabric" and experts like Ron Liebmann and Bill Zangs, who helped with teaching us all the ins and outs of covering an airplane. I would like to thank all the people who volunteered from EAA chapters 790 and 1414. Without their eagerness to learn and participate, this endeavor would still be going on for months.

A big thanks goes to my mother and father for all their support and help. My father put in a lot of expertise and work with and without me there, but I think he was just as anxious to see 84991 fly again as I was. Thank you to Alex and Carol Von Bosse for their following of the project and making sure people got credit, and great articles and pictures got published. Lorraine Morris did an outstanding job on the interior of the Champ. If you ever need interior or exterior coverings done, she does very well.



The only way I can say thanks to everybody who had a hand at getting this old wet bird flying again is to offer rides. So if you ever see Champ 84991 and I out and about, please come ask for a ride, it's the least I can do. It's a beautiful looking and flying airplane that we're all proud of.

Thanks everybody,

Lee Hilbert

P.S. If anybody has pictures of the project I would very much appreciate copies on disc or print.



Member Profile

Lee Hilbert

I also would like to take this opportunity to give a little history of flying and me. I have no idea when it began. For all I know I came home from the hospital in a PT 22, BT 13 or maybe a Breezy. Either way, there's no telling when my first exposure to an airplane was. My

brother Elroy and I would spend our summers up in Oshkosh working to set up for the fly-in. In fact, I remember doing the first conversion on the Antique and Classic red barn. De-nailing old lumber; straightening the nails and putting them in a coffee can. I also don't really know when my flying apprenticeship began. I just remember having to navigate every time my father and I went to a fly-in or on a trip. Therefore, I've become very good at reading sectionals and pilotage. I feel sorry for

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you GPS pilots. I do recall, even though I had not soloed yet, I would always get an intro flight in the new airplane on the field. If any of you know the Funny Farm, you would know that there have been a lot of different airplanes around. So I have been fortunate to have been in variety of airplanes

The first entry in my logbook begins 25 years ago on 5/11/80 in Aeronca Champ 85405 with an intro to the basics of flight. I started actual lessons 7/25/83 in Champ 84405. After 5 hours of dual with Chip Wilson, he soloed me off what is now the glider port in Hampshire. None of us can ever forget that feeling of our first solo flight. I got a few more hours of lessons before getting into a disagreement with my father about who was paying for all this. I thought flying was free. It wasn't until 1998 when I really started flying again and got my ticket. Since then I take every opportunity to fly. My thought is that you don't learn to fly so you can save time, gas or money, you learn to fly for the love of flight, freedom and achievement.

I also love to take people for rides. You would know that if you ever saw the Champ tail before the lake experience. I find myself saying thank you to myself every time I take a nose dragger pilot or for that matter a lot of other pilots for a ride, for the experiences and teachings my father gave my brothers and I. As my father says "you can't buy experience like that".

It all boils down to this. I think flying is a great thing, a great way to keep learning, with great people, and great places to go and experience. So do it all. I plan to do as much of it as I can.

Lee Hilbert

Overheard on United flight ATC audio channel.

United: Center, United 123 in light chop -- how's the ride ahead?

Center: Should smooth out in a couple of minutes.

United: Yeah, it just smoothed out for us.

Center: Sometimes it helps just to talk about it.

United: You sound just like my girlfriend.

(pause)

Unknown: You know ... he "does" sound just like your girlfriend!

The Zenith 701 Story

Part 1

On June 23 and June 24, my wife Susan and I traveled to Mexico, Missouri (half-way between St. Louis and Kansas City) to attend the Zenith Aircraft sheet metal workshop for first time builders. The workshop was held at the Zenith factory. Susan and I are really first time builders. This is the first time that we have built anything. As you can see from the photo, we successfully built our rudder at this workshop. The construction period was 14 hours. This is a rudder for the CH-701 that we have decided to build.



The CH-701 has a gross weight of 1,100 pounds and a useful load of 520 pounds. With two of us on board and full fuel, the take-off roll will be about 100 feet. We will be able to land in about 140 feet. Cruise speed is about 90 MPH with the Rotax 912S, 100 horsepower engine. We will go up at 1,200 feet per minute and have a range of about 400 miles. While in Missouri,

we flew with the Zenith demonstrator pilot. We were satisfied that these numbers are real. This kit has been in production since 1986.



Over 500 have been built.

We look forward to the building process. Book time to build the CH-701 is 350-400

hours. We plan on spending 1,000 hours. We look forward to developing new skills as we build this plane.



David Peterson



Frank Herdzina

A Better Way

Greg Erikson, Manager of air safety investigation for Lycoming spoke to us on safety and the causes of some accidents with home built airplanes. In June, we followed up with another safety meeting, this one put on by Scott Landorf of the FAA . It was quite surprising how similar many of these accidents were. It almost looked as if each victim purchased the same manual, HOW TO SCREW UP MY AIRPLANE. Many of us sat around just shaking our heads in disbelief at what some of our fellow pilots have done to their airplanes. Having spent over 50 years in Engineering, I am convinced that better than 90% of the public thinks they have a better way of doing some things. In some cases this may be true, but all too often one goes ahead and makes a change without much thought to the ramifications it may bring.

As we go through life, each of our teachers would point out numerous times the correct sequence to accomplish any given task and before we were allowed to move on to the next task, we had to exhibit a certain amount of proficiency; and as a result, become creatures of habit.

After years of flying other people's airplanes and building set habits, the day comes when your reengineered airplane leaps into the air and all of a sudden the weather turns sour, you're in the thick soup, the engine quits, and you break out in a cold sweat. How you handle the emergency will save your life. Do you revert back to your original teachings, or are you one of the fortunate old dogs that can remember what to do next with the improvements made to your airplane? Now, if someone in the future comes along and wishes to borrow your airplane, even though your changes should be well documented in the POH, something of this nature needs to be explicitly pointed out.

I am not against changes. My only suggestion would be to ask a number of people to assist you in evaluating the proposed changes and their ramifications. Don't forget, your EAA Tech Counselor is a good one to bounce some of these ideas off of. Now, if your change causes a procedural change, don't forget to document the necessary steps for each situation - pre flight through emergency.

Frank Herdzina

Editor's Note: A perfect example of what Frank is talking about is John Denver's accident. As you all know, John Denver's Long EZ had a modified fuel selector system, drastically different from the original design, that contributed to the deadly outcome of the accident.

Air Force Funnies

Problem: Test flight OK, except autoland very rough

Solution: Autoland not installed on this aircraft

A New Member with a New Project

1939 Taylor/Young Craft

NC22246 has arrived!

We, Tom and Cora Latos, are the proud new owners of a 1939 Taylor-Young BF-65. This spring Tom received a telecon call from "Butch" Harvey of Charlotte, NC in response to a note sent in when we renewed our MAAC membership - "looking for a pre-war T-craft". The deal was struck and NC22246 arrived at C77 via trailer on June 21. (Thanks to Steve and Tina Thomas for the use of their trailer).



Photo by Latos

The Taylor-Young BF-65 ready for the journey to C-77.

According to logs and records, NC22246, SN 1193, left the Taylorcraft factory on March 19, 1939. It passed through a series of owners until 1954, when Mr. Romain Lambert acquired it. In 1955, the annual inspection indicated that the ship needed recovering, as the fabric was no longer airworthy. The ship got a new Grade A cover, but was never reassembled and completed. And so, NC22246 spent the next 50 years in storage in western MA until Butch purchased the ship from Romain's estate.

NC22246 looks to be very original down to the "leather overstuffed upholstery", which was one of the 4 factory options installed at delivery. The other options included brakes, a tail wheel instead of a skid, and a pilot side door with window. Power is provided by a 65hp Franklin 4AC-176.

We are still getting the project settled in our hangar W-4. Alex and Carol Von Bosse stopped in and let us know about the new EAA chapter and we have our membership application "in the mail". We look forward to meeting new friends and getting NC22246 back into the air.

Tom and Cora Latos

Events Calendar

July 9,	Family Fly Day	10:00 AM	Wings & Wheels Museum
July 10,	Boots and Bonnets Auto Show	8:00 AM	Poplar Grove Air Port
July 10,	Vintage Aero Fly-out	4:30 PM	Steakfire Restaurant, Watertown WI
July 12,	Chapter 1414 General Meeting	7:00 PM	Poplar Grove AP Maintenance Hangar
July 16,	Chapter 1414 Board Meeting	8:00 AM	Frank Herdzina's "North Hangar"
July 16,	Lunch Fly-Out; to arrive at	11:00 AM	@ Prairie Lake Lodge Golf Club
July 23,	Introduction to Flight	9:00 AM	Poplar Grove Airport
July 25 - 31,	Air Venture Oshkosh 2005		Oshkosh, WI
Aug. 5-7,	Rockford Airport Air Show		Rockford, IL
Aug. 9,	Chapter 1414 General Meeting	7:00 PM	Poplar Grove AP Maintenance Hangar
Aug. 13,	Chapter 1414 Pancake Breakfast	8:00 AM	Ken Kresmery's Hangar
Aug. 13,	Chapter 1414 Board Meeting	after Breakfast	Frank Herdzina's "North Hangar"
Aug. 20,	Ken & Polly's 2nd Annual "Day at the Hangar"		Ken Kresmery's Hangar; start Noon - til all the corn is gone.
Aug. 21,	Poplar Grove Airport Pancake Breakfast	7:00 AM	Poplar Grove AP Maintenance Hangar
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" (date/time - might be changed)
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

Chapter 1414 logo contest

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

Following are some definitions of the word that might help inspire the image that we want to convey:

- 1) A mark or symbol created for an individual, company, or product that translates the impression of the body it is representing into a graphic image.
- 2) A recognizable graphic design element, representing an organization or product.
- 3) The distinctive visual symbol for the brand that should represent its core values and attributes.

So put on your creative hats and let's see what we can come up with. Please turn in your entry (or entries) to Frank Herdzina or the chapter mailbox in the FBO, or deliver them in person at the next chapter meeting. We want to have all entries by the July meeting.

P.S. The chapter meetings are always on the second Tuesday of the month.

Answer to last months Quiz!

The airplane is a Dornier Do X.



Technical Data:

Length	131.56 ft	Max. Speed	130.50mph
Height	33.16 ft	Range	1,430 Miles
Wing Span	157.48 ft	Fuel Consumption	400 g/h
Wing Area	4,843.75 ft²	Crew	14
Empty Weight	72,036.00 lbs	Passengers	150
Gross Weight	114,640.40 lbs	Engines	12 x 525 hp
Fuel Capacity	6,155.25 gal	later changed to	12 x 640 hp
Cruise Speed	108.75 mph		

It's QuizTime!

What engine has three moving parts, two power pulses per revolution, no connecting rod and doesn't need a muffler?

....

I'll give you a hint . . . it has a square piston.

Bits and Pieces

The Aircraft Flight Manual (AFM) is the new name for the old Pilot Operating Handbook (POH)

More Air Force Funnies

Problem: Left inside main tire almost needs replacing

Solution: Almost replaced left inside main tire

Safety Corner

How can you prevent runway incursions?

A runway incursion, as defined by the FAA (see www.faa.gov/runwaysafety) is, “any occurrence at an airport involving an aircraft, vehicle, person or object on the ground that creates a collision hazard or results in a loss of separation with an aircraft taking off, intending to take off, landing, or intending to land.” Basically, a runway incursion is anytime one object moves close to another object on a runway. This is simple enough to understand. Now, how to prevent such an occurrence? Here are ten different steps pilots can take in order to help prevent the dreaded runway incursion, according to the FAA:

1. Always monitor airport communication frequencies.
2. Strive to transmit and communicate clearly and thoroughly.
3. Listen carefully to all communications.
4. Take notes, to serve as a memory aid. Copy clearances.
5. Always know where you are on the airport surface; carry an airport diagram, don't be afraid to ask the tower for “progressive taxi instructions.”
6. Admit to ATC when you are lost. They will be happy to help.
7. Inform passengers that talking should be kept to a minimum.
8. Review airport signs and markings.
9. ATC makes mistakes sometimes. Always keep your eyes open. Always clear the area before entering any airport area.
10. Turn on any aircraft lighting that will make your aircraft more visible.

References:

10 Ways to Help Prevent Runway Incursions - FAA document P-8740-63.
Focus on Hot Spots, preventing runway incursions - FAA brochure.
Pilot's Handbook of Aeronautical Knowledge 12-14

Reading for Mastery:

Pilot's Handbook for Aeronautical Knowledge - Chapter 12

This chapter reviews Airport Operations including: Notams, airport markings and signs, airport lighting, radio communications, air traffic control services, wake turbulence, and collision avoidance.

Nicholas Helsper

Chapter 1414 Pilots needed for . . . Vintage Wings and Wheels Youth Aviation Academy's Introduction To Flight held on July 23, 2005.

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

POPLAR GROVE VINTAGE WINGS & WHEELS MUSEUM

2nd FAMILY FLY DAY

July 9, 2005 - 10:00AM to 2:00PM

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; \$17,500.00 OBO
Contact Wally Ruppert: 262-348-0279



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

1968 Cessna 150, 3800TT, \$25,000.00,
Contact Ken Rentmeester: 847-372-9374



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**



On the lighter Side!

LH741: "Tower, give me a rough timecheck."

Tower: "It's Tuesday, Sir."

Uncle Fritz's First Law

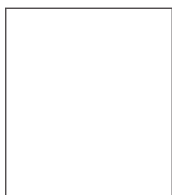
Anything can be made to work, if you fiddle with it long enough.

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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