

Leading Edge



Chapter 1414
at
Poplar Grove Airport



Vol. 1, No. 8 October 2005

In this Issue . . .



Gone Fishing

Lifeline Pilots



**Oshkosh
Memories**

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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

Our thanks are extended to Mr. Dean May for his presentation last month on the workings of GPS technology. I've been watching this technology for a number of years now, but Dean presented some stuff that was new to me and many others I'm sure.

Congratulations go to Dianna Ingram for her first place finish in Primary Class, at the Albert Lea, Minnesota IAC Regional contest. Dianna also won the Grass Roots Award.

September was another month loaded with weekend aviation events and it wasn't until the end of the month that we finally got enough rain to cancel some afternoon events. This made me realize how many nice weekends we have had this year, albeit farmers called it a drought. (I'm using the weather as an excuse for not getting around to painting my ride.)

One event that I attended worthy of mention was the second annual Illinois North FAA Wings program conducted at DeKalb. Here, one can catch up on the latest safety seminars, qualify their biannual review and pick up a complete Wings phase. You pay for the airplane and/or gas and the rest is donated. Here is how it works: The CFI's pre-register and when they show up in the morning, their picture is taken and pasted to their registration posted on the wall. Time (slot) availability is posted on the form along with the areas they can teach, such as multi engine, tail wheel, IFR, etc. When the pilot registers, he/she looks for instructors that have all the check marks that match their requirements. Once the right instructor is found, and he/she has availability, time is blocked out and the picture is used to find the CFI. You can block up to three hours of time over one or more instructors. If you would like to be reminded of this type of event in the future, you can register for e-mail notification at www.faasafety.gov.

Tom Barnes

This Month's Meeting

All about LifeLine Pilots . . .

by Charlie Mueller

LifeLine Pilots is a private, non-profit organization that provides people in medical and financial distress with access to free air transportation on small (4-6 seat), private aircraft for health care and other compelling human needs.

Charlie Mueller, President and Chairman of Life Line Pilots will be speaking on the history and mission of Life Line and how to become involved.

More information can be found at: <http://www.lifelinepilots.org/>



A LifeLine Pilot volunteer provides necessary transportation for two young ladies

NOTE: EAA Chapter 1414 does not project or accept any responsibility for the participation by any newsletter reader or Chapter member at any fly-ins, functions, forums or events that may be publicized in this newsletter. All material herein of a technical nature is for reference only and is not necessarily recommended or approved by the the editor of this publication or any official of Chapter 1414. This publication is produced only as a medium of communication amongst members and friends of Chapter 1414.

Looking Back at Last Month's Meeting

Dean May was our speaker for the evening. His excellent Power-Point presentation of the GPS system that is in place today, explained the "How's and Why's" that allow us to navigate with a real-time display, not only of our position, but also of our altitude. His explanation covered the collaboration of the orbiting satellites, supporting ground stations, our airborne GPS units as well as the intricacies of timing error corrections that are performed automatically by the overall GPS System, to allow us to navigate with a level of precision that was not possible just a few years ago.



"GPS Guru" Dean May

The presentation concluded with a question and answer period and was followed by beverages and cookies.



Tom Barnes finished off the evening by presenting Dean May with one of Frank Herdzina's cylinder lamp creations.

Alex

GONE FISHING

by Frank Herdzina

Several weeks ago Tom Barnes invited a number of us to go fishing on the Wolf River for the White Bass run. Having heard of the great fishing these White Bass can provide, we jumped at the opportunity. We loaded the Suburban and headed north for a full day of fishing. In a very short time it became obvious that Tom did not let the White Bass know that the rest of the gang was here to fish also. The four of us used the same tackle and bait, Tom caught the fish, we lost the tackle, not on strikes but on snags. Lee Hilbert, feeling sorry for us, set up a trip to the Red Lake area of Canada.

Red Lake is located approximately 800 miles straight north northwest of here, or at the end of the paved road. We now load up two air planes and fly another 48 miles in a northwesterly direction to Lake Roderick.



Photo by Frank Herdzina

No doubt this is God's country, but as we arrive, we see evidence of some storm damage - trees uprooted, others snapped off like tooth picks at various heights. We were told that the lake level has risen approximately three and half feet because of the storm five days ago.

With the food and our personal items tossed into our temporary home, we grabbed our tackle and ran to the boats for a day of fishing, with the exception of the writer. It turned out that my



Photo by Frank Herdzina

tackle was still in the motor home at Red Lake. Since my cooler was empty on the way up, I stored tackle in it to save space. Lee needed a cooler to bring a bunch of loose food items to camp. As a result, my tackle went in the garbage bag, replacing the food items. The food went on the plane, my tackle stayed behind.

With some help from the crew, I was able to obtain an assortment of tackle. With this, I set out to establish some new records. Once again, no one told the fish why we were here. As a result, we needed to work a little harder. As the week went on, we listened to each other's stories as to some of the dirty tricks

"The Pike's Revenge"



Photo by Frank Herdzina and - - -A.VB

"Ha . . .caught me another one of those big yellow flies!!!"

these fish were pulling on us. The eight of us decided that we needed to fish only for the ones that were not in school, the others were just too smart. This must have worked, because we started to land bigger fish.

Lee and the writer teamed up to out smart the fish. We set out to troll one of Lee's favorite fishing holes. Lee would cast a line, I would follow, he in turn would snag, drop the motor in reverse, I would play with the line and before Lee could start reeling in the slack I would be pulling in the next lunker.

This system really works - we were able to pull in a very nice thirty-five and a half

inch Northern Pike and a few smaller, but nice Northerns. Next time you go fishing, make sure you get Lee in your boat. He's the perfect guide.



Photo by Frank Herdzina

"Lee's Revenge"

Answer to last month's Quiz!

\$ 13.00/hr. was the amount I paid for a Cessna 150 in 1967! If I paid for 10 hours in advance, the FBO knocked off 10%, bringing the cost per hour down to \$11.70!

At those hourly rates and an income of \$3.25/hr, I was able to get my license in 7 months, have a lot of fun and had money left over to eat.

Alex

Oshkosh Memories

My Trip to AirVenture 2005

by Kerry Peters

In July I finally accomplished a decade long goal of flying my homebuilt to Oshkosh for Airventure 2005. For the last fifteen years I have been going to Oshkosh and admiring all the beautiful homebuilt airplanes on display there, thinking about how cool it would be to fly my own homebuilt there someday. For the last five years, I have had the privilege to fly into the convention in the right seat of my brother's 1961 Piper Comanche. We typically fly in to Oshkosh each day for two consecutive days, and fly back to Poplar Grove airport in the evening when OSH opens up for departures at the end of the afternoon airshow. The flight from C77 to OSH is about 100 nautical miles, so this is a practical alternative to camping or finding accommodations at Oshkosh. Getting into Oshkosh during the convention is a fairly straightforward process, except for the fact that dozens of other airplanes are trying to land there at the same time you are. Therefore, it is extremely important to follow the published NOTAM instructions for VFR arrival at OSH. The general arrival procedure is to fly to the initial point over RIPON, WI. Maintain 1800' MSL and 90 kts. speed. Follow the railroad tracks northeast out of Ripon to Fisk, WI. By this time, you are most likely in visual trail behind the next airplane in front of you, and other airplanes are following in trail behind you. Things can get really screwed up at this point if there are too many airplanes trying to do this at the same time, or if someone is not following the procedure. If you are monitoring the proper approach frequency, you will hear the Fisk controller call to each airplane by type or color, and tell them to rock their wings to acknowledge hearing the instructions. The controller then tells each aircraft which runway to land on at OSH, and which of two tower frequencies to monitor for final landing clearance. If it's not too busy, you can request which runway you would like to land on. From there, you can easily see Oshkosh airport, and you fly a pattern leg to the assigned runway and listen for the controller to give you clearance to land. You may be landing directly behind an aircraft in front of you, or one may be taking off from the runway that you are on final to. It can be exciting, but the controllers and ground operations people do a great job of keeping airplanes apart from each other. When you land, get off the runway ASAP and hold up your parking sign. This tells the ground people where you want to park. For the Comanche, it is VAP (Vintage Aircraft Parking).

Our first day at Oshkosh had a delayed start. I rode with my brother and his girlfriend in the Comanche. We had to climb to stay out of the low cloud ceiling which got down to 1300' MSL. Maintaining VFR on top, we hoped to find a hole to drop down through once we got to Ripon. Bad assumption. It was solid when the GPS said we were over Ripon. So we turned around

and flew halfway back to C77 before finding a break in the clouds to descend through. We made a precautionary landing at Watertown, WI to wait for the ceiling to lift. In the following two hours, there were at least 10 other airplanes enroute to OSH, all landing at Watertown. At noon, we took off from Watertown, intending to stay under the cloud base and scud run up to Ripon. The ceiling had risen just enough to allow us to get to Ripon and we were able to land at OSH and enjoy a half day at Airventure 2005. At the end of the afternoon airshow, we were able to depart with surprisingly little traffic, and had an easy flight back to C77 to spend the night at my house.

The following day dawned with clear skies, ceiling and visibility unlimited. So, I was determined to fly my homebuilt RV4 to OSH for our second day of the convention. We took off from C77 at 8AM and flew in a two ship formation up to Ripon, with my RV4 able to cruise at the same speed as the Comanche. I was having trouble with my radio reception (which turned out to be operator error with the squelch control). Realizing that I would have trouble hearing the controllers at Fisk, my brother managed to transmit instructions to me to follow him in trail and he would tell the controllers the RV behind him had radio problems and would land directly behind him. I managed to hear part of his transmissions to the Fisk controllers, and simply followed his Comanche in to land on runway 36L at Oshkosh. Once we exited the runway, the Ground Ops people directed the Comanche to Vintage Aircraft Parking. I was directed to Homebuilt Aircraft Parking after what seemed like a half hour of taxiing. Finally, after safely parking and tying down, I was able to snap the picture shown with this article.



I made my way to the Homebuilder's Headquarters building to register my airplane. After registering, I was given a homebuilders patch, nametag, and Airventure 2005 glass mug, as well as free coffee and doughnuts. This made my day. After meeting my brother at the pre-arranged rendezvous place and time, we proceeded to enjoy the day. This included seeing the Glacier Girl P38 leading a four ship formation flight with a P51, F16, and an F4. That is a sight you won't see every day. We also saw the Rutan SpaceShip One, Global Flyer, and hundreds of beautiful homebuilts, classic airplanes, and warbirds. After buying shirts for my wife and daughter, we settled back to rest our feet and watch the afternoon airshow. I think my

favorite part of the show was the renegade pilot act, performed by Kent Pietsch, which I hadn't seen before.

After the airshow ended, we made our way back to our airplanes. Once OSH ATIS starts transmitting, the airport is open again for departures. I was parked adjacent to four other RVs which were departing. It was easy to start up and taxi behind the other RVs to the departure runway, 18R. The pink shirted controllers lined the airplanes up two abreast on the runway and staggered each takeoff. I waited for my turn to depart. Once cleared for takeoff, I departed and flew the runway heading at 1300' MSL for five miles to clear the control area. I then climbed rapidly on course for C77 to get away from the temporary class D around Fond du Lac airport.

My brother, who departed before me, had been flying circles just outside of Fond du Lac waiting for me. After we established radio contact, he caught up with my RV4 over Watertown, and we cruised in loose formation back to C77. I touched down on runway 30 at Poplar Grove, just as the sun was setting. This brought an end to a great day and my first trip to Airventure at Oshkosh as PIC.

An Oshkosh Adventure

by Mike and Derek Neben

Like lots of EAA'ers, we have been attending Oshkosh for a long time. We even found a motel room in Oshkosh proper this year! We thought we'd done and seen it all, until this year.

One afternoon we had one of those "what you do in Oshkosh" chats with our brother-in-law, Larry Zepp, who happens to be President of the Fort Wayne Chapter and "Mr. EAA" to us. Larry said he was busy volunteering (now, there's an idea!). He asked if we'd ever been to the seaplane base. Seaplane base? What seaplane base??

Larry told us to ride the tram to the end, near the ultralights. Then, we had to board a bus for a trip to the base for a couple bucks. Little did we know that we were in for a nice ride in the country, and more.

The seaplane base was a study in opposites. It was hot and dusty at Wittman Field, but shady with a cool lake breeze at the base. Wittman had lots of lines. However, the base had only a few lines some of which were short. Wittman is flat and open while the base is amid beautiful stands of giant trees. Wittman was busy, but the base was laid back with a woodsy, boy scout camp feel.

Wittman's trams had wheels, but the base's tram had a propeller courtesy of some outfit like Mercury Marine, not McCauley. And, the food at the base had a "farm table" feel with sundaes,

freshly cooked corn on the cob, and barbeque beef sandwiches, among other choices. Lunch became a picnic near the lake.

Plus, what do a couple of ASEL guys like us know about seaplanes? Well, now more than we did before. The "tram", really a pontoon boat, took us on a neat, narrated tour of the flight line - all moored in a quiet bay. We saw lots of beautiful airplanes whose floats keep many of them off airport ramps.

Two observations: wow, those amphibians are really expensive (!), and propping a Cub with floats (?/!)



The seaplane base. If you haven't tried it yet, take some time for a visit. The picture gives a feel for what a lovely and refreshing break the base is from Oshkosh's "big show" over at Wittman. Not only will you have fun, but you may learn something as well.

Boy Scouts visit AirVenture 2005

by Chuck Jansen

I drove up to Oshkosh on Tuesday morning with several of the Explorers from our Explorer Post at the Museum. We arrived and got thru check-in and were met by Scott Ross. Scott gave us some suggestions and guidance and we were on our way. It seemed that some of the kids were interested in the *Warbirds*, so we spent some wonderful time listening to Jack Rouch and Capt. Bud Anderson talk about one of their Mustangs.



Some of the kids were interested in the *Homebuilts*. One of the more interesting features we found was a fully closed in tail wheel on an RV-6.

We also looked at lots of RV's since my long range goal is to build an RV-7.

Then we went to look at a new kit out of Canada called the *Dream Aircraft*. Looks like a great high wing 4 seater that can be converted to floats in about 3 hrs. Its all aluminum construction appeals to some of us that have spent a career in the metal working industry.



The kids all left for home around supper time, so I met back up with Scott Ross who was kind enough to put me up in his tent for the night. We went over to the Theater in the Woods. There we had a great evening listening to our civilian Astronauts and their adventures with Space Ship One. We couldn't see a lot from our seats near the back, but the big screen TV they had set up allowed everyone to enjoy the presentation.

Wednesday was a beautiful day, with a bright blue sky and lot more planes to see.

Great mid week vacation that I'll try to do again next year.



You might be a REDNECK PILOT if . . .

- . . . you've ground looped after hitting a cow.
- . . . you siphon gas from your tractor to put in your airplane.
- . . . you think Zulu is an African time zone.



Member Profile

Bill Turner

I became interested in aviation at an early age, as my step-father was a Command B-24 pilot in WWII. Upon graduation from high school,

I attended the University of Colorado on a Navy ROTC scholarship and became a Naval Flight Officer. I left active duty with three Air Medals, FAA Commercial Pilot, Flight Instructor, Ground Instructor, Flight Engineer and Flight Navigator certificates. Later, an ATP, Repairman and A&P certificates were added. At Purdue University, I was an Aviation Technology Instructor while working on an MBA. Fortunately, I was hired by American Airlines prior to completing the MBA and never had to pursue a real job - (other than for a couple years spent as a firefighter while on furlough). At American, I flew Flight Engineer, First Officer and Captain on the B-727 and International Captain/Check Airman on the B-757/767. The pinnacle of my professional aviation career was having my daughter, Michelle, as my First Officer on my Hawaii retirement flight. My other daughter Karen, a recently graduated Veterinarian, my wife Lynn and Michelle's future husband Dan were also along. I had managed to keep busy with such activities as Corvette club president, auto racing, coaching, etc, but with retirement I needed a way to keep flying and the RV-8 was a nice fit. My RV-8 was completed in a marathon building effort at RV Central in 92 days.



Photo supplied by Tom Barnes

It is not perfect, but it did receive awards at both Copperstate and Rocky Mountain Regionals. Since last fall, I have concentrated on organizing the Blackhawk Squadron formation flying group and playing with the three grandchildren. Over the years, I have visited a lot of different airports, but there is none that I would rather be based at than Poplar Grove.

It's QuizTime!

What aircraft engine was built in 52 different versions, ranging in power from 1695hp to 2640hp, was a liquid-cooled V12, and 168,040 units were built?

Inside Competition Aerobatics

by Dianna Ingram

Recreational aerobatics allow a pilot to go out on weekends for the occasional loop and roll. Airshow aerobatics dazzle crowds the world over with gravity-defying feats. Competition aerobatics allow a pilot to experience precision flying at its best. Unlike in both recreational and airshow flying, the competition pilot is concerned with the perfect vertical upline or the perfectly round loop. Rolls are placed in the exact center of a maneuver.

Aerobatic competitors hone their skills for hours and even years, attempting to attain perfection in their sequences. Then they get together with other competitors to see who can fly the most perfect sequence. A lot goes on at an aerobatic competition, and a few things must be understood before participating in one or even going to observe one.

There are five competition categories from which a competitor may choose. The most basic, called Primary, has a sequence usually consisting of only a spin, loop, and roll. Then, the difficulty level increases as a competitor moves up the ranks through Sportsman, Intermediate, Advanced, and finally Unlimited. The best competition pilots in the world can be found flying in the Unlimited level, usually in very expensive aircraft.

Pilots in most categories fly three different flights. The first flight is the known sequence, published well prior to the beginning of the competition sequence and practiced diligently by the pilot. The second flight is the freestyle, designed by each individual pilot to showcase the unique abilities of their aircraft. The third flight, the unknown, is given to the pilots no more than 24 hours in advance of the flight, and cannot be practiced in the aircraft. In Unlimited-level competition, an additional flight, the four-minute freestyle may be flown. This flight is judged on style and presentation, and competitors are allowed to include smoke and music in their routines if they so choose.

Usually, an aerobatic contest lasts two days (over an entire weekend) with Friday as a practice day. As well as being a place for precision flying and good-natured competition, contests are also a social event. There are Friday night hangar parties and Saturday night banquets. The event culminates in an awards ceremony where trophies are presented for first, second, and third place in each category.

When a competitor first arrives at the contest site for practice, the aircraft must go through a technical inspection to make sure it complies with current regulations and won't create a safety hazard. Then, the pilot gets a chance to practice his or

her routine in the aerobatic box, the arena where the contest takes place. The aerobatic box is a chunk of airspace 3300 x 3300 feet. The floor of the box varies dependent upon the category being flown. For Primary and Sportsman the floor is 1500 feet, and gets lower as the category level increases. Every excursion from the lateral limits of the box costs valuable points in competition. An entire flight can be thrown out if a pilot goes below the floor of the box.

On competition day, the order of flight is chosen by random lottery. Each contest has a Starter who makes sure things run smoothly by releasing each aircraft at appropriate intervals. Once released, the pilot flies to the holding area, waiting to be cleared into the box while climbing for altitude. When the previous competitor exits the aerobatic box, the chief judge calls the pilot into the box on a discreet radio frequency. The pilot enters the box with a series of wing-wags to signal the beginning of the sequence. Another wing-rock exiting the box signals the completion of a sequence.

There are usually five judges scoring each of the pilots. Each maneuver is assumed to start out with a perfect 10 score, with point deductions being applied as necessary each time a portion of a maneuver is not perfect. At the end of the competition, the pilot who makes the least mistakes wins.

Hopefully, this has dispelled the mystery of what goes on in an aerobatic competition. Stay tuned - next issue for a first-hand account of the competition experience.

Safety Corner by Nick Helsper

Gliders... Add safety to your certificate.

“What is Soaring? Soaring, or Gliding as it is sometimes called, is motor-less flight where pilots use “LIFT” to gain altitude and stay aloft; no noisy engines, just the purest form of flight.” (bluebound.com)

Glider training CAN save your life! How can glider training can make you a safer pilot? Remember executing simulated emergency engine failures during your private pilot training? As flight instructors, we teach students to fly to the key position abeam the touch down point and enter a normal traffic pattern when at 1,000' AGL. Remember practicing 180 degree power-off landings during your commercial training? The 180 degree power off landing is simply a continuation of the simulated emergency engine failure that you practiced during your private training. Keeping up with this maneuver can save not only your airplane from expensive major repairs but also your life. If you have flown a glider, you know that every landing is a power off landing!

Other aspects of soaring include a growing community of friends, thermalling at high altitudes, and local glider competitions.

Soaring brings people together forming new relationships in a growing community of safety conscious glider pilots. The soaring community is not just for those individuals who are interested in flying, but also for those that enjoy an avid social life. Many glider operations enjoy weekend barbecues, pancake breakfasts and other social outings.

Besides community, thermalling brings great pleasure to the avid glider pilot. Those who fly gliders in the Midwest, rely on strong upward air currents (the same air currents that make for a bumpy ride via power plane) in order to climb past the release altitude. “My favorite part of flying is undoubtedly thermalling; in fact, thermalling may be my favorite thing to do in life. There’s nothing like hooking a sharp-edged, positive ripper of a thermal and riding it upward for a couple of miles.” (expandingknowledge.com)

Some glider pilots use their thermalling skills in order to win contests. Earlier this summer, Sylvania Soaring Adventures of Beloit, Wisconsin held Switzer 1-26 contests. Winners of the distance, time, and spot landing competitions earned plaques and great 1-26 accessories.

Learning to fly gliders can increase pilot skill, but is also interesting and fun because of the social aspects, thermalling, and

“Dan Williamson Day”

Chapter member Rob Stricklund informed me that he helped put together an article for the *EAA AirVenture News Paper*.

I was unable to secure permission to reprint the article in due time to include it in this issue of *"Leading Edge"*.

However, below is the internet link that allows you to view the article online.

<http://www.airventure.org/2005/satjuly30/tuskegee.html>



You might be a REDNECK PILOT if . . .

. . . you consider anything over 100 inches AGL to be high altitude flight.

. . . there are parts on your airplane labeled John Deere.

. . . your stall warning horn plays Dixie.

. . . you use a Purina feed sack as a windsock.

participating in competitions. Glide, and gain valuable skills and new experiences; participate in community events sponsored by clubs and commercial operations; thermal to your heart's content, but in all things - enjoy aviation, working towards the ultimate goal of becoming a safer, more knowledgeable pilot.

References:

Quotes above:

- www.bluebound.com
- http://www.expandingknowledge.com/Jerome/PG/Article/Technique/Cross_Country/WillGadd_Thermals/Part_3.htm

Interested in taking a glider flight or adding a new category to your certificate? Here are some local soaring sites that can help:

- **Chicago Glider Club-** Minooka, IL. <http://aerotow.evl.uic.edu/cgc/>
(Glider Club)
- **Hinckley Soaring-** Hinckley, IL. <http://www.grassrootsflying.com/>
(Glider Club)
- **Sky Soaring-** Hampshire, IL. <http://www.skysoaring.com/what.html>
(Glider Club)
- **Sylvania Soaring-** Beloit, WI. <http://n-lemma.com/ssadventures/>
(Commercial Operation- *recommended*).

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 , \$ 80,000.00
1968 Cessna 150, 3800TT, \$25,000.00,
Contact Ken Rentmeester: 847-372-9374



Events Calendar

Oct. 11,	Chapter 1414 General Meeting	7:00 PM	Poplar Grove AP Maintenance Hangar
Oct. 15,	Chapter 1414 Board Meeting	8:00 AM	Frank Herdzina's "North Hangar"
Nov. 8,	Chapter 1414 General Meeting	7:00 PM	Poplar Grove AP Maintenance Hangar
Nov. 12,	Chapter 1414 Board Meeting	8:00 AM	Frank Herdzina's "North Hangar"
Nov. 19	Dan Helsper Workshop visit	10:00 AM to Noon	3043 Fairchild St., BelAir Estates

Join the New Poplar Grove EAA Chapter 1414

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

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

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

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

1414 Member Information Card

Name: (last, first) _____

Spouse: _____

Address: _____

Home Phone: _____ Other Phone: _____

E-mail: _____

Military Service: Branch: _____ Specialty: _____

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

Aviation Interest:

Pilot Rating (past or current): _____

Type of Airplane(s) owned: _____

Type of Airplane(s) under construction: _____

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

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

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

Outside reps from aviation tech dealers Other: _____

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

Premeeting Checklist

- ___ • **Bring suggestion for activities, etc.**
- ___ • **Your member profile for the Newsletter**
- ___ • **Any aviation article of interest that you would like to share with the other members**

EAA Chapter 1414 meets on the second Tuesday of the month in the Maintenance Hangar at Poplar Grove Airport, unless notified otherwise in the newsletter. The meeting starts at 7:00 PM.

The Newsletter is always looking for interesting articles and pictures by our chapter members. If you have written anything or would like to write something or have pictures that you believe would be of interest to the chapter membership, please submit what you have. The preferred method for the editor to receive articles is by e-mail to: ***flydo27@northboone.com***. Alternately, a ZIP disk 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

