

Leading Edge



Chapter 1414 at Poplar Grove Airport



Vol.1, No.4 June 2005



Photo by Kendra Helvey

Youth Aviation Academy held its

The Vintage Wings and Wheels Museum's



Photo by Kendra Helvey



Photo by Kendra Helvey

Introduction To Flight on May 14, 2005

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!**



Greetings Friends

This coming chapter meeting, Tuesday June 14, as our feature presentation, we are hosting an FAA Safety Seminar put on by Scott Landorf, of the DuPage Flight Services District Office. You will learn tips about pre-flighting your aircraft and hear about some interesting accidents and why they happened. Also news from FSDO and an update about SPANS.

This event will count towards the Wings safety program and is being promoted by the FAA through their web service. As a result, it is very likely you will see some new faces, so let's take this opportunity to show off our hospitality.

The Vintage Wings and Wheels Museum's Youth Aviation Academy Introduction to Flight

When once you have tasted flight, you will forever walk the earth with your eyes turned skyward, for there you have been, and there you will always long to return.

Leonardo da Vinci

I strolled into the Poplar Grove Airport Wings and Wheels Museum and heard Paul Wallem speaking to a group of young children about the History of Flight and the Wright Brothers and their airplane. It was very interesting listening to someone teach about these great men of aviation history. I never bore of hearing about the past. After the history lesson from Paul Wallem, the children learned about the Theory of Flight from Bob O'Quinn.

This past Saturday was absolutely beautiful, with the wind blowing lightly and the sun showing itself through the clouds. It was a perfect day for 60 young eagles to get into an airplane and head for the skies. Dennis Blunt was the coordinator for this event. He is a member of the museum board of directors and functions as the Young Eagles director and heads up the YEA (Youth Exploring Aviation). Before the future young eagles could jump into the airplanes awaiting them, they each had to go through a course to learn more about aviation. There



Bob O'Quinn explains the *Theory of Flight*

is a combination of classroom work and hands-on experience. The classroom includes: the Theory of Flight, the History of Flight, and an engine talk. Part of the engine talk is a tour of the engine shop at Poplar Grove Airmotive. The Young Eagles program does not usually include all these extra courses, but the museum likes to give the kids a well rounded look at aviation.

After the classroom courses are out of the way, the "young eagles" are divided into groups. Each group and their pilot is assigned a special color to keep things in order. This way no one is lost in the commotion. Dennis Blunt had a well thought out plan to



George York ready for another Young Eagles Flight

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.

go by to make the day as enjoyable for the kids as possible.

I would like to thank Chapter 1414 pilots Red Bainbridge, Chris Fisher, Robert Fry, Gene Kujawa, Steve Langdon, Alex Von Bosse, and George York for volunteering to provide flights for the Young Eagles. I watched as Gene Kujawa took his group around his airplane while explaining some safety precautions to



A young "Eaglet" dreaming of a first flight

watch out for. He told his youngsters to watch out for rocks and loose objects around the prop and to never stand near or touch the prop as it could start by itself if rotated. Gene gave the kids a proper walk-around and pre-flight and taught them about the controls and how they affect the movement of the airplane in flight. The pilots were responsible for three flights during the course of the day, so Gene split his group up using the old Heads and Tails coin flip to decide who would go first and then who would sit up front.

The Young Eagles event was a success, graduating 60 "Young Eagles". Each of the children received a diploma stating their young eagle status. They were also entered into the World's Largest Logbook. This is a log of all of the Young Eagles around the world who have been given their first ride in an airplane. To see the World's Largest Logbook, log onto the web and go to www.youngeagles.org. I was able to witness many future pilots climbing out of those airplanes with big happy faces, having experienced something new and exciting.



A Young Eagle is all smiles

Please join us for the next Young Eagles event. It will take place on July 23, 2005 at Poplar Grove Airport. For more information on this or other Young Eagles dates please contact Dennis Blunt @ 815-398-4274 or Ed Harvey at 815-765-0412.

Sam Helsper

From AVweb's "Short Final..."

Heard on the frequency while going into Newark, N.J. (EWR) a while back:

Big Jet: "Left to 120, and if it helps, we've got the field."

NY TRACON: "Roger. Let me know when you get the other 12 airplanes ahead of you in sight."

Looking back at last Month's Meeting

At our May 10 meeting, we had the pleasure of listening to Greg Erickson, who is a safety inspector for the Lycoming Engine factory.

Greg's powerpoint presentation included pictures and descriptions of various home-built aircraft that had the misfortune of crashing on their last flight. He investigated crashes that involve airplanes with Lycoming engines. The most famous one he showed was John Denver's Long EZ that crashed into the ocean near Monterey, CA. At the end of the meeting, Frank Herdzina presented Greg Erickson with a "Cylinder Lamp" that he made.



After Greg Erickson's presentation, Dan Helsper demonstrated to the chapter members a good way to do a spar splice using equipment from his workshop at home.



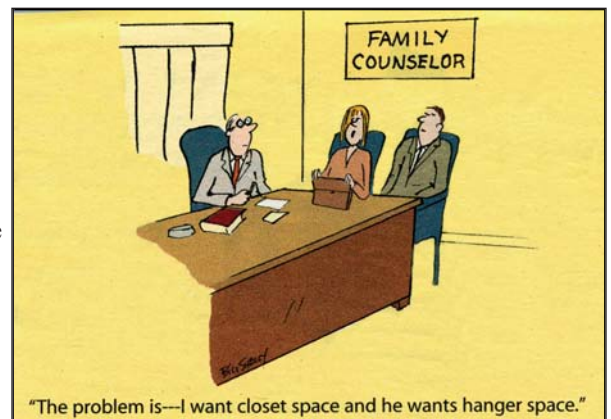
Russ Kühlen demonstrated an electric drill operated aircraft tug that is fabricated mostly from stainless steel (in case you're wondering, the tires are still made of rubber). Russ is in partnership with Phil Preston and Art McVaugh (the inventor of the tug). For more information about the tug, feel free to give Russ a call at 815-547-9943.

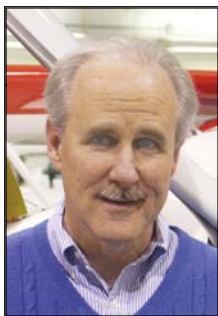


We'd like to thank Greg Erickson, Dan Helsper and Russ Kühlen for making this a most interesting evening.

ed.

As seen in "Trade a Plane"





Member Profile

Steve Langdon

A beautiful July 4th, 1954, KOMA, my Grandfather, my father and a gleaming, polished Cessna 140. Those were the ingredients that began my love of aviation. Yes, a five year old can fit in a kiddy seat in the back of a 140.

I began my flight training in 1963 as a sophomore in high school. As with many people who begin, the end was not to be close at hand. College, family and the normal financial pressures of a young career kept me out of the air. In spite of the long delay I always knew I would be back and finish my training.

In 1983 one of those good news bad news scenarios occurred. My then sister-in-law tried to burn the house down. That was the bad news. The good news was enough insurance money remained after repairs that I was able to go back and get my private pilot license.

My interest in aviation has grown from avid to almost obsession. Having had a successful career in the natural gas industry I decided in 2000 to "drop out" and find employment in the aviation industry. I came out to Poplar Grove Airport, where I had begun building my RV-6, to discuss my thoughts on a career change with Steve Thomas.

That brief conversation completely changed my life. I left Steve's office as a member of the tear down and cleaning crew in the Poplar Grove Airmotive engine overhaul shop. Currently I am working in the "rework" department. We get the engines ready for reassembly.

Since I joined PGA it has been aviation almost on a 24/7 basis. In addition to working for PGA, I am a director of the Poplar Grove Wings and Wheels Museum, a director of this wonderful new EAA chapter 1414 and am building an RV-6.

Editor's Note: In "Our World", PGA has absolutely nothing to do with Golf.

The RV is a story in itself. Suffice it to say it has more road miles on it at this time than it will air miles for some time to come.

I have the empennage finished. All control surfaces are finished and I am now building the wings. When people ask me when it will be finished I tell them "Tuesday". I don't know which one but I am pretty sure there will be a Tuesday in the future it will fly.

It's QuizTime!

What airplane has 12 engines, a wingspan of 157.48 ft, 3 decks, room for 150 passengers and a crew of 14?



Lunch Break

The conditions could hardly have been nicer for May's fly-out brunch to Morris, IL (C09). Everyone ate outdoors on the covered patio, and as usual, the quality of the buffet was up to par as I heard no complaints. However, the special orders were slow to be delivered, but I understand, well worth the wait.

I almost missed the outing due to my forgetfulness, and I heard the same from others. So in the future, I will (try to remember to)



ber to) send out an e-mail reminder in advance, probably on Thursday evening before the event on Saturday.

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

Our next fly-out will be June 18th to Schaumburg (06C), the Saturday following our chapter meeting. Don't forget to review your chart and stay under O'Hare's airspace.

Tom Barnes

Answer to last months Quiz!



This is a Pulse Motorcycle. About 300 units were built in the late '80s thru early '90s. It was designed by Jim Bede, creator of the BD-5. It has room

for two people, a steering wheel and is ridden like a car. For more information look it up on the web under "Pulse Motorcycle"!

VAN'S RV-6

being built by

Steve and Jan (Rosie the riveter) Langdon



Steve and his wife Jan (a.k.a. Rosie the Riveter) installing rivets in the spar.

Van's RV-6 is an all aluminum two place side by side airplane. Construction is traditional stressed skin and bulk head design, lots of holes and lots of rivets.

Van's offers a buy as you build program. There are four kits: tail, wing, fuselage, and finish. I purchased all four at the same time. I felt there was a better chance that all the parts would fit as they should if they were built at the same time. I also felt if I made that sort of a commitment, there was a better chance I would finish the project. This turned out to be very correct.

The canopy can be built as a fighter plane type slider or a tip-up hinged at the front just aft of the cowlings. I opted for the tip up

and its in flight visibility, sacrificing the sexy appearance of the slider on the ground.

The airframe will accommodate Lycoming type engines from 150 hp to 180 hp. I have decided to build my own Superior XP 360 with roller rocker tappets. The Superior engine is a clone of the Lycoming 180 hp engine. This power plant, with high compression pistons, will have close to 200 hp and will provide cruise speeds in the neighborhood of 180 kts.



Steve is checking and rechecking the plans . . . part of his quality control.

The panel is still in the planning stages. Currently planned is a Garmin 430, Garmin audio panel and transponder. A second navcom will be a KX 155 with GS and LOC.



Steve "Clecoing" ribs in place before riveting.

Flight instruments will be either Dynon or Blue Mountain EFIS with traditional back up for attitude, direction and altitude. Oh yes, can't forget the Trutrak autopilot.

Van's kit has been a joy to build. We have finished the tail, and all control surfaces. We are well along with the wings.

The pieces of the kit are very well executed. The plans are very complete, detailed and accurate. I highly recommend Van's kits.

From AVweb's "Short Final..."

Shortly after boarding a United Airlines flight from Denver to Phoenix, I listened to the following exchange over the ATC channel of the plane's audio system after pushing back from the gate:

Denver Ground: "United xxx, the good news is you are clear to taxi to runway 16."

United xxx: "Uhh, thanks . . . but what's the bad news?"

Denver Ground: "I don't have any bad news right now, but the sooner you get going the less chance there will be of me finding any."



Frank Herdzina

YOU ASKED FOR IT

Aeronca Champ Update

Lee Hilbert's Champ is coming along nicely. The empennage is installed as well as the landing gear, the instrument panel and the seats. The seats were beautifully refurbished by Chapter 1414 member Lorraine Morris.

Last Saturday, June 4, Chapter member Alex Von Bosse (our newsletter publisher) flew over to Buck Hilbert's place, (Lee's Dad) where Lee is continuing the restoration of his Champ. The day of Alex's visit, Lee was working on the nose bowl for the Champ. He brought back the pictures shown below.



Lee Hilbert

Frank Herdzina



The empennage and landing gear are installed.



The instrument panel with all the necessary gauges is installed



The seats, refurbished by Lorraine Morris, are installed.



Lee working on the nose bowl.

From AVweb's "Short Final..."

I'm a flight instructor, and was teaching a brand new student to taxi the airplane. On initial call-up, I said, "Ground, Nxxx with ATIS, ready to taxi to active, will be doing taxi practice."

The controller suggested we taxi all the way down to the inactive area, but that was more than we wanted, so I said, "No thanks, we're ready to taxi to the active . . . I just wanted to warn you that we may be slow and crooked."

ATC's comeback: "Well, why don't you just let the student taxi?"

Vintage Wings & Wheels Museum News

Aeronca "Chief A65" Acquisition

This 1941 Aeronca Chief A65 was aquired this week by the Poplar Grove Vintage Wings and Wheels Museum.

The owner of the plane, Mr. Henry Outzen, had passed away, and his family agreed to sell it to the museum for a reasonable price.

In researching the paperwork, Steve Thomas found that it had been owned by his dad and uncle, Dick and Bill Thomas, from 1968 to 1969. There was also a letter from Bob Carlin, who had contacted Mr. Outzen. Mr Carlin had soloed in the plane at the age of 16 in 1941 and went on to become a B24 pilot in WW II.

Unfortunately, the airplane doesn't look as good anymore as shown in the picture at top right. But believe me, it will look even better after it is fully restored.



This is what the Chief A65 looked like in 1968, shown here with Dick Thomas



The Aeronca Chief rescued from the grave.



The retrieval crew after everything is loaded unto the trailer.

So, the museum has been able to add to its collection a bit of Poplar Grove Airport's history. There will be more information and pictures in an upcoming issue.

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.

Safety Corner

NASA Forms- Safety Reporting for Today's Sky Captain

Is the FAA really "here to help?" Wait! The FAA may have a soft spot.

Within the heart of the Federal Aviation Administration the issue of safety is of utmost importance; it is a primary concern. The U.S. government's fastest agency seeks to identify and learn from the mistakes of today's pilots in order to educate tomorrow's fly boys. In keeping with this tradition, since 1975, the FAA, in conjunction with NASA, has compiled valuable information on incidents through the ASRS (Aviation Safety Reporting Program). This so called "get-out-of-jail-free-card" allows pilots to report incidents without incurring repercussions from the FAA. 14 CFR part 91.25 prohibits the Administrator from using reports or "information derived there from in any enforcement action except information concerning accidents or criminal offenses which are wholly excluded from the program." (00-46D) Advisory Circular 00-46D outlines the rules for using the Aviation Safety Reporting Program.

If a pilot, who has committed an incident, reports the incident to NASA, the FAA will not impose a civil penalty or suspend the pilot's certificate if: the violation was not intentional, the pilot has not committed a violation within the past five years, and the pilot has submitted a NASA form within ten days after the incident.

Even though pilots cannot be penalized for incidents, the FAA can use any accident information in an action against a pilot who reported the accident to NASA (National Aeronautics and Space Administration).

A review of the definition of an accident is in order. NTSB 830 defines an accident as, "an occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight and all such persons have disembarked, and in which any person suffers death or serious injury, or in which the aircraft receives substantial damage." An incident is an, "occurrence other than an accident...which affects or could affect the safety of operations." (NTSB 830)

While the FAA may not always be there "to help," the FAA regards safety as the primary objective in aviation. NASA forms can be obtained from your local FSDO or FSS station. Remember, only one NASA form may be submitted within a five year period.

-Nicholas Helsper CFI

References:

14 CFR part 91.25

www.faa.gov

NASA ARC 277B

AC 00-46D

Events Calendar

June 11,	Vintage Wings & Wheels "Fun Raiser"	6:00 PM	Wings & Wheels Museum
June 12,	Lake Michigan Rolls Royce Club	10:30 AM	Grand Geneva Airport, WI
June 14,	Chapter 1414 General Meeting	7:00 PM	Poplar Grove AP Maintenance Hangar
June 18,	Chapter 1414 Board Meeting	8:00 AM	Frank Herdzina's "North Hangar"
June 18,	Lunch Fly-Out; to arrive at	11:00 AM	@ Schaumburg Airport (06C)
July 9,	Family Fly Day	10:00 AM	Wings & Wheels Museum
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. 20,	Ken & Polly's 2nd Annual "Day at the Hangar"		Ken Kresmery's Hangar
Sept. 17,	Introduction to Flight	9:00 AM	Poplar Grove Airport
Sept. 17,	A Salute to WW II Combat Aviators	11:00 AM	Wings & Wheels Museum

NEEDED

CHAPTER 1414 PILOTS

TO FLY YOUNG EAGLES

Another Vintage Wings and Wheels Youth Aviation Academy's *Introduction To Flight* will be held on July 23, 2005. This is a program that is available to all kids ages 8—17 in the Rock River Valley Area. It is both educational and fun! This is a FREE program sponsored by the Museum, EAA Chapter 1414 and the Poplar Grove Airport to introduce young people to aviation. This activity takes place on a Saturday morning and meets the criteria for the Experimental Aircraft Association's **YOUNG EAGLE AWARD**.

The Introduction to Flight Program, consists of the following activities:

1. Discussion of engine and airframe maintenance and repair.
2. Ground school on the history and "Theory of Flight"
3. Tour of the VINTAGE WINGS AND WHEELS MUSEUM.
4. "Hands on" Pre-flight of a light aircraft.
5. Introductory flight in a light aircraft..

The Introductory Flights will be provided by volunteer pilots from the EAA chapter 1414 based at Poplar Grove Airport.

This program will be offered two more times in 2005: Saturdays - July 23 and September 17.
The rain date will be the following Saturday for the flight portion ONLY, if necessary.

Pilots who wish to participate should contact Dennis Blunt, at 815 398-4274, or Ed Harvey at 815 765-0412. The event will last around three and a half hours. Pilots who plan to fly Young Eagles should plan to be at the museum by 0930. This will allow time for a pilot briefing and a Q&A session on any question you may have.

Hope to see you there!

Ed Harvey

POPLAR GROVE VINTAGE WINGS & WHEELS MUSEUM

2nd FAMILY FLY DAY

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

Saturday, July 9th, you don't have to go far to experience the sights, sounds, and smells of a good, old-fashioned day at the local airport. The Poplar Grove Vintage Wings & Wheels Museum will be hosting a Family Fly Day from 10:00 AM to 2:00 PM. The day's activities include something for everyone. If this is your first adventure into the world of aviation, there will be a presentation on the history and theory of flight to give you a wonderful base of knowledge to build on. Planned activities include a taste of rocketry, U-control airplanes and a hand at the Microsoft Flight Simulator. People who feel happier with their feet planted firmly on terra firma can enjoy radio controlled model cars and antique car displays. The museum's vintage fire truck will be giving rides around the museum campus. A photographer will be on hand to preserve the moment with you and your loved ones in front of one of our vintage aircraft. A special feature will be FREE "Young Eagle" airplane flights for kids ages 8-17, provided by EAA Chapter 1414 pilots. During the afternoon hours there will be fly-bys performed by antique, classic, contemporary and warbird aircraft. Of course, our wonderful museum, located on Orth Road, 1/4 mile east of Highway 76, will be open to everyone. A \$5.00 parking fee will be asked of each car driving on to the grounds. Food and beverage vendors will be available throughout the day. Come and enjoy this aviation and automotive gem right here in our community! For questions or more information, call the museum office at 815-547-3115.

Dennis V. Blunt, Chairman, Family Fly Day
815-398-4274 or Dvblunt337@cs.com

Join the New Poplar Grove EAA Chapter 1414

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

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

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

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

1414 Member Information Card

Name: (last, first) _____

Spouse: _____

Address: _____

Home Phone: _____ Other Phone: _____

E-mail: _____

Military Service: Branch: _____ Specialty: _____

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

Aviation Interest:

Pilot Rating (past or current): _____

Type of Airplane(s) owned: _____

Type of Airplane(s) under construction: _____

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

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

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

☐ Outside reps from aviation tech dealers Other: _____

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

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

Classified ads may be submitted by any chapter member free of charge. If you have an item that you want to throw away, don't!
List it here and we'll find a new owner for it. - - Remember, one man's junk is another man's treasure!
If anyone needs some form of help, you can list your request here.
They will run for about 3 months unless canceled or renewed.

For Sale: Bowers Fly Baby; \$17,500.00 OBO
Contact Wally Ruppert: 262-348-0279



**Your
ad
could
be
here!**

Trade an Airplane ride for a Rolls Royce ride!

The Lake Michigan Region of the Rolls Royce Club is meeting in Lake Geneva on June 12.
At 10:30AM, Rolls Royce members with cars will come to the Grand Geneva Airport for rides around
Lake Geneva. Any one giving rides in their airplane will be given a ride in a Rolls Royce or Bentley.

Ken

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!

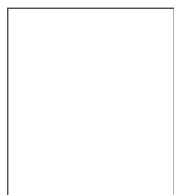
Lost student pilot: "Unknown airport with Cessna 150 circling overhead, identify yourself."

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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