

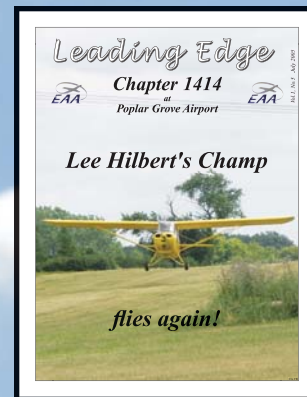
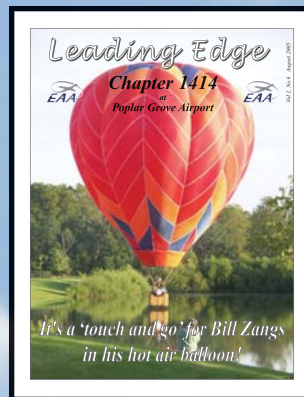
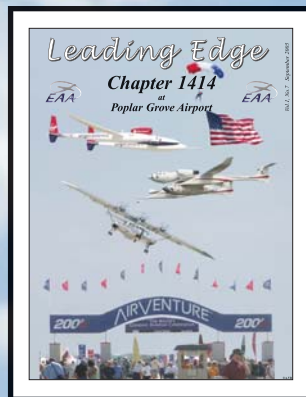
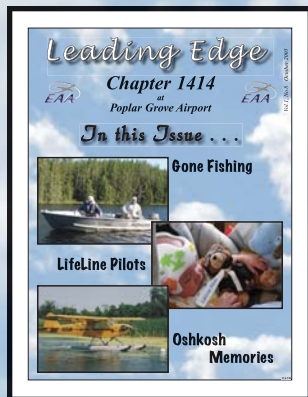
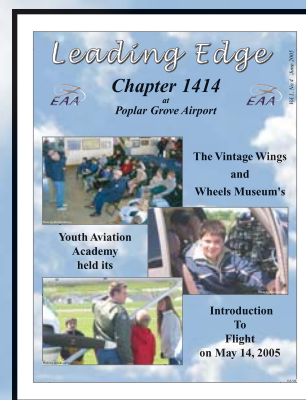
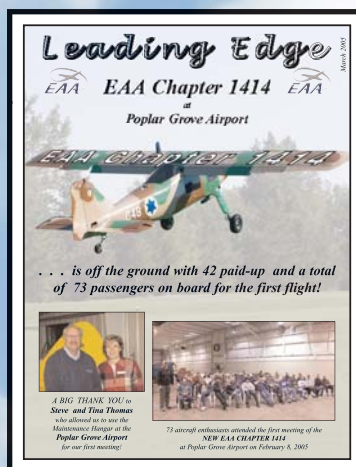
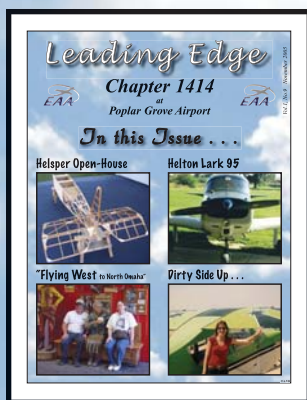
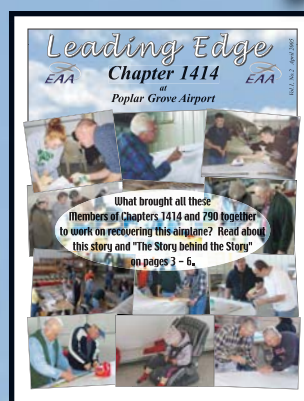
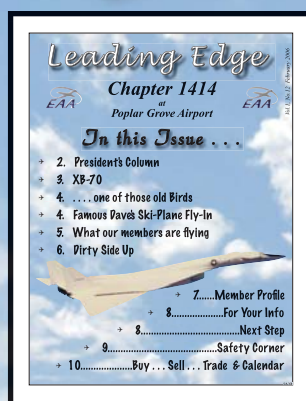
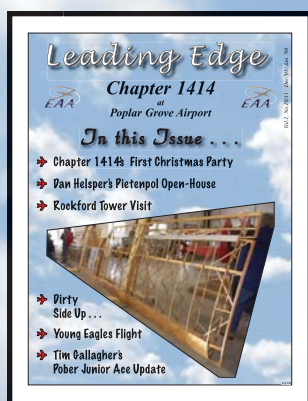
Leading Edge

Chapter 1414 at Poplar Grove Airport



Vol. 2, No. 1 March 2006

The First Year



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

This month we thank fellow member Larry Dagley for his refreshing presentation on airspace. I brought to the meeting my VFR terminal area chart that I purchased when I began flying. I doubt it has been opened more than two or three times since, so it was an education to hear Larry explain some detail that is so easily overlooked. Larry also

had a lot to say about the requirements in the use of each air space regarding weather, pilot ratings and required equipment. Thanks again Larry.

At our recent board meeting, it was decided to change the time and location of that meeting itself. So until further notice, our board will meet at 5:30PM, an hour and a half before the general monthly meeting, which is at 7:00PM, on the second Tuesday of the month. The location will be wherever the general meeting is being held. Everyone is invited to attend.

On the action front this winter, I have missed a few flying opportunities because I was unable to start my engine. I passed the problem off as my lack of knowledge of cold weather procedures. Well, I believe I have the problem resolved now. The issue is two fold: First, my engine doesn't seem to care whether it is summer or winter; it likes to be primed the same way for either season. This may be because it is hangared and maintained above freezing at all times. Secondly, I believe that marginally clean spark plugs are penalized in cold weather, especially when over-primed. When I performed my annual condition inspection this fall, considering that I had cleaned them over the summer, I went on the advice that if it is running okay, don't bother with the plugs. Well, the process of elimination convinced me to just go ahead and clean them, especially because I knew that I had fouled them with my over-rich starting attempts.

Ken Kresmery let me use his spark plug blasting cleaner along with a newly purchased vibrating device, which should dislodge the more stubborn elements hidden deep inside the plug. The vibrator was successful to some extent, but it didn't get it all - as proven with a ten-power (eye loop) magnifier. I ended up spending the last three hours of one evening working with a dental pick to remove the last of the deposits hidden under the two electrodes and at the bottom of the cavity. I was amazed with all the additional stuff that came out and now they truly look like new.

I have since cold-craked the engine twice using the normal (summer) cold starting technique and all seems to be working well.

Eye loops and picks can be purchased very inexpensively at places like Harbor Freight Tools. The vibrator is a device commonly used to engrave initials into metal. If you already have a vibrator, then from Aircraft Spruce, you can purchase just the spark plug cleaning probe that attaches to the business end of the vibrator.

Our speaker for the March meeting will be Tim Carter from Unison Industries of Rockford. He will be speaking on the technical operations of electronic ignition systems, especially the LASAR system and other products that they produce.

Tom Barnes



Frank Herdzina presents Larry Dagley with one of his Cylinder Lamps.

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.

TRYING TO RESTORE ONE OF THOSE OLD BIRDS



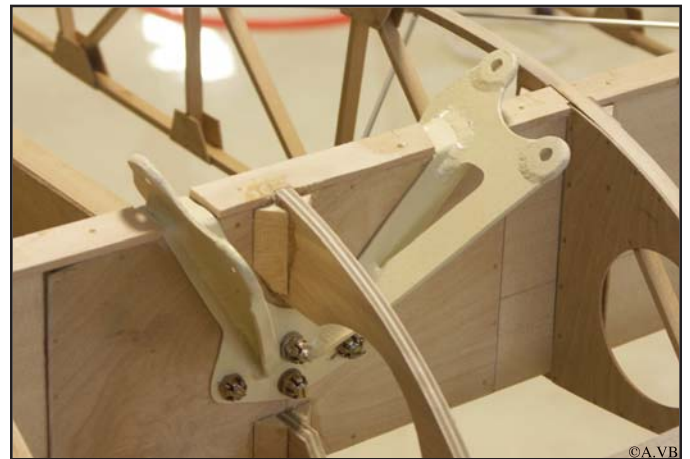
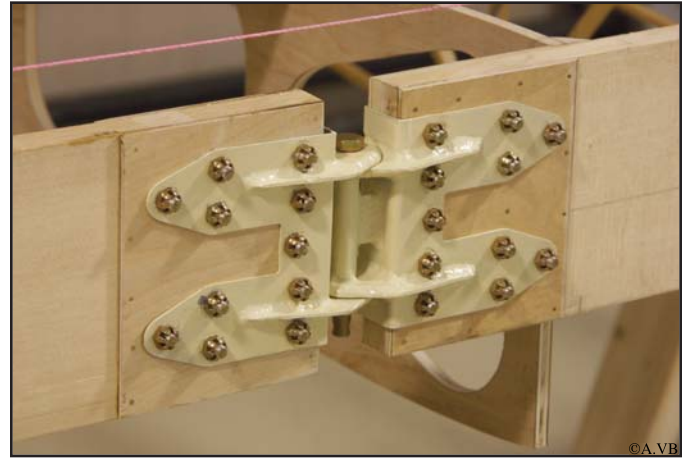
by Frank Herdzina

Having built all the ribs last year and having all the spar material on hand, it was time to assemble the wings. The lower wings were much smaller in size and somewhat straightforward, so this was a good place to gain some badly needed experience. After I leveled the fuselage and secured the spars to their attaching points, I placed the outboard ends of the spars on a sawhorse, making sure that they were straight and level. A chalk line was stretched along the full length of both rear spars, making sure that the line was centered throughout its full length. As a final check, I measured the distance from the rear spar attachment point to the outboard end of each rear spar. Finally, from this point to the center of the tail post, this dimension should be equal on both sides.



Well, everything looked good. Now it was time to start pushing all those ribs I made last year onto the new spars, stopping every so often to glue in some plywood reinforcement panels. These panels are placed under each wing attachment point, providing the necessary strength to take the compressive loads of the mounting bolts and the elongation of the holes from the loads being transferred through the flying and landing wires. With all the ribs now roughly positioned, they needed to be glued and nailed into their final position. Before starting to glue all these ribs in position, double checking that the spars were still in a straight line and equally spaced from the tail post was in order.

Biplanes have large wings that require numerous attachment fittings for all those anti-drag, landing and flying wires plus those struts and it takes lots of fasteners to secure them in position. Much to my surprise, it was almost \$500 for all fasteners for mounting the wings.



As of today, the lower wings are complete with the exception of the aluminum leading edge skin, the trailing edge and the wing tips. The wing tips are made from 1.25 inch aluminum tubing approximately 8 feet long. The tube is bent into a U-shape con-



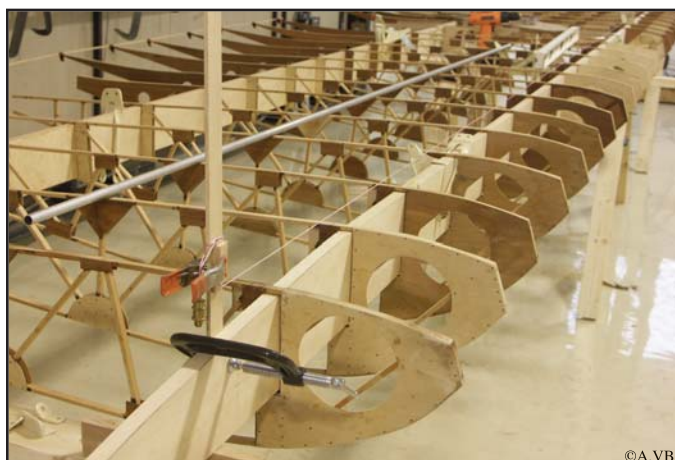
figuration, using several different radii and in different planes. At the start of the tube, it's flattened to place it inside the nose piece under the leading edge skin; for the next 90 degrees we will retain the original diameter of the tube and finally, the tube is flattened to resemble the cross-section of streamline tubing.

continued on next page

The trick is to start at the 90 degree point and start flattening the tube on a uniform taper for the next 45 degrees and finally a uniform shape the balance of the way. So far I have made four scrap wing tips (what's that old saying "practice makes perfect"). Well, I better order some more tubing and in the meantime I'll start assembling the upper wings.



The upper wings are a little more complicated than the lower wings. However, your confidence seems to go up with each passing day. The drawings I have are for a one-piece wing, whereas my airplane was built with a two-piece wing. I did get one half of the left wing with this project, however the very center section of the assembled wing was missing much of the area not shown on the drawings. Time to take my restorer's cap off and put on my engineer's cap and design the missing area.



The upper wing has the bell cranks and control rods for the operation of the ailerons which are mounted on an angle of approx. 5 degrees to the spar. This kind of slows you down because it's no longer made like the last one. I better stop here find out where my tubing is if I am going to finish those lower wings.

On the lighter side . . .

If helicopters are so safe, how come there are no vintage/classic helicopter fly-ins?

What our members are flying . . .

Peggy Fry's

Taylorcraft

Based at Poplar Grove Airport

In early December Bob and the boys went hunting at "Chase The Adventure" in Decorah, IA. While talking to the folks at the Decorah airport, Bob mentioned that I was looking for a Taylorcraft to putter around in. The mechanic said he had done a restoration on a T-craft and he thought it was for sale. Names and phone numbers were exchanged and we talked to Darrel Massman up in Waupauka, WI, who was the current owner. Weather cooperated and Bob and I made a quick trip up in our Cessna 206 to take a look. A couple weeks later, the darling 1946 Taylorcraft was safely tucked in our hangar.

Taylorcraft was started in 1935 in Alliance, Ohio by C.G. Taylor after splitting with William Piper of Piper Aircraft fame. Taylor shared Piper's dream of American homes using planes nearly as prolifically as cars, and worked to design an inexpensive and easy to build craft to replace the rather heavier framed



airplanes of the time. However, this idea didn't take off (no pun intended), so the lightweight plane became a military trainer at the beginning of World War II. During World War II, they were used for training, liaison and observation purposes. The DCO-65 model was called the L-2 by the United States Army Air Forces. After the war, production boomed until the company reorganized in 1946, and produced fewer aircraft during the 1950s. In 1965, Charlie and Dorothy Feris purchased what was left of the company and started production again in 1970. Mr. Feris passed away in 1973 and Mrs. Feris kept the company going until her retirement in 1985. For more on the Taylorcraft story visit the Taylorcraft Owners Foundation website at www.taylorcraft.org.

continued on next page

My little bird is a BC12-D Model, manufactured/inspected July 22, 1946. The test pilot, as it turns out, was the very same fellow, Mr. Reese Edwards, who test flew Don Claude's pristine Taylorcraft. Don and I had such fun looking over the original engine and aircraft logs which I'm so fortunate to have. It has a 65 hp Continental engine (Model A-65-8), with a wing span of 36 ft. It has a main fuel tank that holds 12 gallons and a wing tank that holds 6 gallons. Fuel consumption is 4.2 gallons per hour with a cruise speed of 95 mph and a power off stall speed of 35 mph. Empty weight is 749 lbs. with a useful load of 451 lbs. She had a complete engine overhaul in 1993 and was recovered in 1996. She has spent her life between Indiana and Iowa and had the longest ownership in a flying club in Iowa.

I'm working on getting my tail wheel endorsement and meeting the insurance requirements to fly solo and take passengers. Most of all, I'm enjoying the time aloft as I find a slower pace and can watch the world meander beneath me. Up in my little T-craft I can create my own solitude and find some peace of mind...which is exactly what I was looking for.

Our Three-Year Project

Story and Pictures
by Carolyn Pasqualino

Mark caught me in a weak moment. That's my excuse anyway. I had just flown all night from South America to Chicago and just walked into the house, when he sat me down on the sofa and said, "I've found a T-34 project I want you to look at. I know you've always wanted one so here's our chance." After my initial shock wore off I said, "Are you crazy! We don't know anything about putting an airplane together, we only know how to fly them!"

The next thing I know, I'm being dragged out to a hangar at the Rockford Airport where Courtesy Aircraft had two T-34's in many pieces. They had come from a college in Michigan, which had been given the aircraft from the Georgia Forestry Service. They had had them for about five years before deciding to sell them to Courtesy. Prior to flying with the Forestry Service, the aircraft we ended up with had spent two and a half years in the Navy training naval aviators. When we finally got it, it had not flown since 1981.



The next time I came home from a trip, there was a very sad looking T-34 in pieces sitting in our hangar at Poplar Grove. Mark had taken pictures of it coming down our taxiway on a flatbed trailer and of the off-loading of the pieces. It would not move again for another year. He spent that first year stripping paint, cleaning parts, and removing decades of grime, dirt and bird's nests from the wings and fuselage.



I occasionally helped in between writing numerous checks for control surface re-skinning, acquiring radios and obtaining many new parts. We donated the old 225hp engine to the Poplar Grove Wings and Wheels Museum as we planned on installing a Continental IO-520BB 285hp engine in its place. We rented a U-haul truck and drove the wings down to my hometown of Ada, Oklahoma, home to the GAMI facility that holds an approved fix for the first wing-spar AD. It was much easier to have the doubler plate installed on the spar with the wings off the airplane. My mother and I drove the wings back a few months later and had quite an adventure as the truck broke down 100 miles into the journey.



For the last two years the aircraft has been at Janesville at Blackhawk Aircraft Maintenance being restored. For the first year, all the work being done consisted of removing parts off the aircraft. Fortunately in the second year the parts started going back on. We were encouraged to help as much as pos-

continued on next page

sible and became experts at bead-blasting, zinc-chromating and cleaning parts as much as we could. Most of the panels inside the cockpit were made of magnesium and had to be replaced with aluminum as the magnesium had corroded.

We have made many trips by airplane and car to Champaign, Illinois, home of one the T-34's gurus, Charlie Nogle. He has several warehouses full of T-34 parts, wings and fuselages. What he didn't have we obtained from the other well-known T-34 guru, Earl Parks of Amarillo, Texas. He and Charlie had attended many government auctions over the years and acquired every part they could get their hands on.



The cockpits are almost finished having all the panels replaced and instruments installed. The last work being done was installing the rudder panels and brake lines. All the circuit breakers, throttle quadrants and gear and flap controls are also

installed. After that, the tail section, wings and controls will be installed and engine and prop last. We have been promised an engine that is currently being overhauled in Indiana, so we are keeping our fingers crossed that we will get it soon.

Our T-34 will be easy to spot on the ground, as it will be multi-



colored until being painted Navy Yellow. It currently is aluminum, yellow, red, white and zinc-chromate green and yellow. I call him "Joseph" as he is the airplane of many colors. Mark just calls it "The Money Pit".

Answer to last month's Quiz!

Do you know the meaning of V_{TOSS} ?

- A) Max. speed to operate sun shield
- B) Takeoff safety speed for Category A rotorcraft
- C) Min. safe speed at which you can *TOSS* out an unruly passenger without risking safety of aircraft and remaining occupants.

Dirty Side Up . . .

WHICH AKRO PLANE?

by Dianna Ingram

For those of you interested in flying aerobatics, one day you will be faced with a tremendous decision. Which airplane should I fly? Aerobatic rental aircraft are few and far between, and usually the decision is easy. Let's see...Decathlon, or...Decathlon? I guess I'll take the Decathlon! Unless you are willing to travel, there's not much choice. And most schools rent out their aerobatic aircraft dual-only. But what about having an airplane of your own? There are a lot of choices out there for those who choose to buy or build their own aerobatic aircraft. This month I have decided to describe some common types of aerobatic aircraft, and their strengths and weaknesses.



When considering which model of aerobatic aircraft is for you, first you need to determine what type of flying you expect to do. There are three very different types of aerobatics, and each one has different aircraft requirements. First and most commonly, there is recreational aerobatics. This is by far the most common type. The recreational group flies straight and level a lot, but still enjoys the occasional loop or roll when the inspiration strikes. These pilots usually enjoy aircraft that are comfortable to sit in, are easy on fuel, but can still handle mild aerobatics.

The second type is competition aerobatics. Depending upon the level of competition, the aircraft range from simple clipped-wing Piper Cubs to sleek, expensive Extras with sleek lines that show well for the judges. But anyone serious about moving up the ranks in competition is going to want an aircraft that shows well, and gets decent vertical performance.

The third type, and by far the least common, is airshow aerobatics. There are many different acts, and almost any aerobatic (and some not-so-aerobatic) aircraft that work well for this purpose.

Most aerobatic aircraft are tailwheel. But for someone who does not want to fly a tailwheel aircraft, there is hope. There aren't a whole lot of options, however. Some aircraft in this category are the Cessna 152 Aerobat, Yak 18T, Mudry Cap 10, and CJ-6 Nanchang. You won't find many high-performance aircraft to fly in the highest levels of competition in this group, but most are wonderfully suited to recreational aerobatics. For the tailwheel group, there's almost limitless possibility. Everything from experimental aircraft such as the Pitts series (my personal favorite), RVs and Acrodusters to surplus WWII equipment (the T-6/SNJ and Stearman) to modern manufactured aircraft (Pitts, Extra, Edge, Citabria/Decathlon)

continued on next page

I don't have time to get into the pros and cons of every single aerobatic aircraft out there, so I will leave you with my impressions of a few of the more common types that I am familiar with. This article sticks with manufactured aircraft, but I may expand to experimental aircraft in the future once I have more experience with them.

The Decathlon is one of the more common basic training aircraft. And a wonderful trainer it is, too. In comparison with many of the other dedicated aerobatic aircraft out there, it is underpowered and rolls slowly. This means that a pilot at the controls of a Decathlon must wield the controls skillfully in order to get good performance out of the aircraft. The Decathlon does have inverted fuel and oil, so it is able to do almost any basic maneuver. It is a good compromise between comfort for cross-country and performance for aerobatics. For competition it is good at the Primary or Sportman level, but beyond that lacks the structural integrity to win at the higher levels.

The Pitts is perhaps the best known aerobatic machine. They come in both experimental and factory-built flavors. There are single-seaters and two-seaters, two-aileron and four-aileron models, constant speed and fixed pitched props, and symmetrical and asymmetrical wings. Symmetrical wings allow an aircraft to fly equally well upside-down as rightside-up. Some models of Pitts can be bought cheaply, others such as the new S-2C can cost an arm and a leg. For the builders, there are no kits available; they are only available as plans-built aircraft. This includes one radial-engined model. These aircraft don't have a very good range, and aren't very comfortable for long trips. They make good competition and wonderful airshow machines.

Then there are the high-performance monoplanes such as the German-built Extra and the Russian Sukhoi. Most of these aircraft, even used, are expensive. They are built with only one thing in mind: aerobatics. They are wonderful vertical performers, fast rollers, and look great to the judges in competitions. A good compromise in price and performance to these aircraft are the Russian Yak aircraft.



Photo provided by Dianna Ingram

These are but some of the options for those interested in purchasing or building their own aerobatic aircraft. Like anything in life, this decision requires careful thought and a little advance planning. But somewhere, there is the perfect aerobatic airplane out there for you!

Member Profile

Kip Kirkland

Although I am familiar with EAA, I had the wonderful pleasure of attending my first EAA Chapter 1414 meeting in January. Some people at the meeting I knew previously and others I met for the first time. Several things I noted at the meeting convinced me I wanted to become a member of the Chapter. All the members demonstrated a great common interest and commitment to General Aviation, a desire to foster youth interest in aviation as a career, a sincere desire to encourage others, irregardless of their experience in aviation, to share in the mission and become a part of the EAA. I am pleased to have had the opportunity to become a member of 1414 and want to serve and contribute wherever I can.

Allow me to introduce my family and tell you a little about who I am. My wife, Diane and I have been married for forty-four years and have six children. We are also proud grandparents of four grand children. I have worked in management and executive roles for several companies. I have also served the communities, in which we have lived, and will continue to do so in such organizations as Rotary or Kiwanis. Diane and I have worked with youth in our church programs, scouting, sports as well as parent associations. I have served on several governance boards and as trustee of my community's local airport and governance boards of a community hospital and college. I have a college degree in Accounting and Industrial Management and have served three years in the Armed Forces. In September 2005, I retired as Manager of Nebraska Public Power's Cooper Nuclear Station Information Technology Department and we moved to our new home in Machesney Park.

Our family lived in Rockford in 1999-2000, but moved due to job opportunities. When we lived here, I was involved in the early beginnings of the vision of having a Wings and Wheels Museum on the Poplar Grove field. When we decided to retire this past year and move back to Rockford, we were amazed to see that 1999 vision of a Museum had actually come to life. When offered the opportunity to become Executive Director of the Vintage Wings and Wheels Museum, I believed with my years of experience in line and executive management coupled with working with such a talented and a committed group of people on the Board, in the advisory group, committees and membership, we together, could take the Museum to its next level of growth.

Like many of you, my love of aviation started as a youth, with a yearning to fly, but having to settle for drawing airplanes or building balsa word models with rubber band or model airplane gasoline engines. As a teenager, whenever I was able to earn a little spare money, it was spent at the local FBO for a ride in a J3 Cub, Taylor Craft or anything that had wings and a motor.



Photo by Steve Langdon

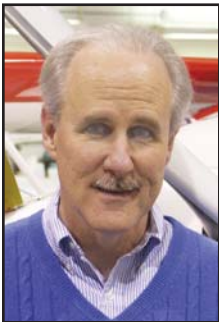
My love for flying was put on the back burner when our family came along. One of our sons inherited my love for flying. Following his graduation from the University of North Dakota and several jobs building time, he is now a Captain for Masaba Airlines.

Now that our kids are successful on their own, it is time for Mom and Dad to catch up on our priorities. Although I have logged some time working on a Private License while our family was growing up, I am now back in ground school focusing on finishing that Private License.

As the EAA and YEA have demonstrated in the Young Eagles program, there are many opportunities for EAA and the Museum to collaborate on future programs and events, which meet both groups' goals. With the love I have for aviation, as a member of EAA and Vintage Wings & Wheels Museum, I am committed to serving in any way possible to further the goals and mission for aviation of both groups.

RV-6 Progress Report

Story and Pictures by Steve Langdon



When building anything that is fairly intricate in its design and construction, the builder comes to emotional hurdles. These hurdles for me have come when I am about to make a move from which there is no quick and easy remedy, should my preparation to that point be faulty.

Spar Assembly

I have had three of these pivotal points during the construction of the wings for the RV-6 Jan and I are building. The first arose when it came time to build the main spars. When you consider that the spars are the main element that keeps you alive, you have a very strong desire that they be put together in a manner befitting their role in your longevity, i.e. VERY WELL, VERY STRONG! Once the spars are riveted you are pretty much committed. There is no easy retreat from a mistake. The spars are match drilled at Van's factory along with the wing attach fuselage bulk head to assure very strong and straight alignment when the wing is mated to the fuselage. If any one of the elements are damaged the entire assembly, consisting of two main spars and the bulk head, would need to be replaced.

Well, as you can see, we were successful in getting all the related parts assembled in fine fashion. Steve Dietz and I did the large spar rivets and Jan (aka Rosie the riveter) and I did the smaller ones in the middle of the spars.



Steve and Steve - One spar successfully riveted



Steve, Rosie and Abby – success with the small center rivets



Wing Attach Bulkhead

The successful construction of the spars was aided by a suggestion from Tom Barnes. There are several ways the large rivets used in the main spars can be installed. The most commonly used methods have the unfortunate tendency of having the factory head of the rivet ending up some small distance from the spar web. Tom suggested that I obtain a large enough rivet gun to drive the rivets, thereby assuring the rivet heads and the web of the spar would be up close and personal. Finding a large enough rivet gun was a bit of challenge. Suffice it to say, I have in my tool box a very expensive, once used, 7X rivet gun should anybody need one.

Locating Ribs On Spar

Ok, we now have two beautiful main spars and rear spars ready for the main and leading edge ribs to be located and drilled in place. Here we run into emotional hurdle number two. You see, I have wing skins that have the rivet holes pre-punched in them.



This is very handy from the standpoint of locating very straight and pretty rivet hole locations in the wing skins, but it also mandates that the ribs be located on the spar within 1/32nd of an

inch of the point on the spar at which the pre-punched skin holes will land. To make the matter more challenging we needed to get both the top and bottom of the rib in the same place with respect to each other, again within 1/32nd of an inch.



After a great deal of measuring and re-measuring and re-measuring on both the top and bottom of the spars the appropriate rib locations were determined.

Once the locations were marked and the ribs were clamped in place, drilling the holes in the spars was what I would imagine that first step on a bungee jumping outing would be like... a leap of faith. I had to have faith that the measurements were right. I have to say, I was pretty nervous because once again there is no easy, inexpensive way back. Again, as you can see in the pictures, mission accomplished.

Wing Skins

This brings us to our last emotional hurdle. Once the ribs were drilled on the spars, the wing skeletons had to be placed in a jig. The jig assures the skins will be drilled onto the skeleton with no twist in the wing and so the main and rear spars are in the proper lateral orientation with one another. To accomplish this, plumb bobs are used along the mean cord line of the wing. The holes in the main and rear spars through which the plumb lines are run are located to within 1/1000th of an inch. Yea, sure! Well we did our best and now have the wings jugged up and ready for the skins. Here again, we needed to take that leap of faith that the thing was in the jig as required to wind up with a nice straight airplane that flies as it should. As it turned out the ribs were in exactly the correct position and so far the wing skins are going on quite nicely.



As can be seen in the pictures, we have the top skins on the left wing and are about to proceed with the bottom.

The moral of the story? The slogan of this year's New Orleans Saints sums it up... You Gotta Have Faith! Or as Jan says... "just drill the damned hole would you." Wish us luck. :o)

Safety Corner

by Nick Helsper



Getting a Little Rusty on Your Radio Communications?

Here is a great review on the use and uniformity of proper radio phraseology.

“Radio communications are a critical link in the ATC system. The link can be a strong bond between pilot and controller, or it can be broken with surprising speed and disastrous results. The single, most important thought in pilot-controller communications is understanding.” AIM 4-2-1

Always remember to keep your radio communications short; remember, you are a professional. “Brevity is important, and contacts should be kept as brief as possible. Good phraseology enhances safety and is the mark of a professional pilot. Jargon, chatter, and “CB” slang have no place in ATC communications.” AIM 4-2-1

As a good review, I decided to write up a quick radio roll play between myself and Rockford’s Class D airspace. Radio contact is required within any Class D airspace. Also, pilots need to repeat any clearances given to them by air traffic control.

Initial Call up to Rockford Approach:

- Rockford approach, Skyhawk seven nine Lima Uniform is one zero miles Southeast, inbound for landing with information India.
- Skyhawk seven nine Lima Uniform, Rockford approach, Radar contact one zero miles Southeast of Rockford airport. Continue inbound for a left base for runway one nine, contact the tower on 118.3 MHz.

Initial Call up to Rockford Tower:

- Rockford tower, Skyhawk seven nine Lima Uniform is on a left base for runway one nine.
- Skyhawk seven nine Lima Uniform, Rockford tower, cleared to land runway one nine.

Initial Call up to Rockford Ground:

- Rockford ground, Skyhawk seven nine Lima Uniform at Emery Air with information India.
- The ground controller will say, Skyhawk seven nine Lima Uniform, Rockford ground, Go ahead.
- You will announce your intentions. Rockford ground, Skyhawk seven nine Lima Uniform would like to taxi for takeoff to the South.

When you have accomplished your run-up, after taxiing where cleared, ask Rockford Tower for a takeoff clearance:

- Rockford tower, Skyhawk seven nine Lima Uniform at Runway one nine, ready for takeoff.
- Tower will say, Skyhawk seven nine Lima Uniform, Rockford tower, Cleared Takeoff runway one nine.
- You will repeat any clearance given, Rockford tower, Skyhawk seven nine Lima Uniform is cleared for takeoff runway one nine.

Remember to always keep your radio transmissions professional and as brief as possible without sacrificing good communication.

References:

- AIM 4-2-1
- Questions, Comments?
nickhelsper@letu.edu

On the lighter side . . .

Understanding Engineers

An engineer was crossing a road one day, when a frog called out to him and said,

“If you kiss me, I’ll turn into a beautiful princess.”

He bent over, picked up the frog and put it in his pocket.

The frog spoke up again and said,

“If you kiss me and turn me back into a beautiful princess, I will stay with you for one week.”

The engineer took the frog out of his pocket, smiled at it and returned it to the pocket.

The frog then cried out,

“If you kiss me and turn me back into a Princess, I’ll stay with you for one week and do ANYTHING you want.”

Again, the engineer took the frog out, smiled at it and put it back into his pocket.

Finally, the frog asked,

“What is the matter? I’ve told you I’m a beautiful princess, and that I’ll stay with you for one week and do anything you want. Why won’t you kiss me?”

The engineer said,

“Look, I’m an engineer. I don’t have time for a girlfriend right now, but a talking frog, now that’s way cool.”

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.

RV items and tools for sale

For information about these items, you may contact Elaine Knoedler directly at e-mail: Elaine_Knoedler@sbcglobal.net Located in Cary,IL near (3CK) Lake-in-the Hills airport.

RV-4 empennage kit purchased in May 04 and untouched except for assembling the horizontal stabilizer spar and ribs. All of the skins are untouched and are still wrapped in blue protective covering.

Price if purchased from Van's is \$1,200 plus freight. Asking \$900 FOB Cary, IL. A very nicely constructed jig is included if you pick it up in Cary.

Also available for sale are the following (now) used items purchased NEW for this project:

Craftsman upright air compressor. 5 hp with regulator, and hose. Retail \$520 value; regulator/filter/valve (\$99) and hose (\$20) plus tax. Asking \$466.

Ryobi 5" bench grinder. - Retail \$39. - Asking \$30.

Craftsman Drill Press and stand. - Retail \$279. - Asking \$134.

Menard Belt Sander. - Retail \$149. - Asking \$100.

4x8 builder constructed work bench. - Asking \$100.

Portable bench on wheels. - Asking \$38.

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.

For Sale: Cont. A-65 (R/O) w/ logbook less mags; 385 hrs SMO; 2 spare cylinders; 2 spare carbs 2 spare spiders; 1 spare oil tank; 1 spare A-50 crank; 12 qts Aero Shell 100/50W; Y-pipes and baffling for 7AC Many miscellaneous parts. \$2450- takes all. **Phone 815/624-1106**

Events Calendar - 2006

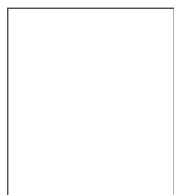
March	14,	Chapter 1414 Board Meeting	5:30 PM	Poplar Grove AP Maintenance Hangar
March	14,	Chapter 1414 General Meeting	7:00 PM	Poplar Grove AP Maintenance Hangar
March	18-19,	Family Flightfest,		AirVenture Museum, Oshkosh
April	4-10,	Sun 'n Fun Fly-In,		Lakeland, Fla.
April	11,	Chapter 1414 Board Meeting	5:30 PM	Poplar Grove AP Maintenance Hangar
April	11,	Chapter 1414 General Meeting	7:00 PM	Poplar Grove AP Maintenance Hangar

Premeeting Checklist

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

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

The Newsletter is always looking for interesting articles and pictures by our chapter members. If you have written anything or would like to write something or have pictures that you believe would be of interest to the chapter membership, please submit what you have. The preferred method for the editor to receive articles is by e-mail to: ***flydo27@northboone.com***. Alternately, a ZIP disk or CD with articles written with any major word processor with a printed copy may be submitted to any board member at the meetings.



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