

Leading Edge

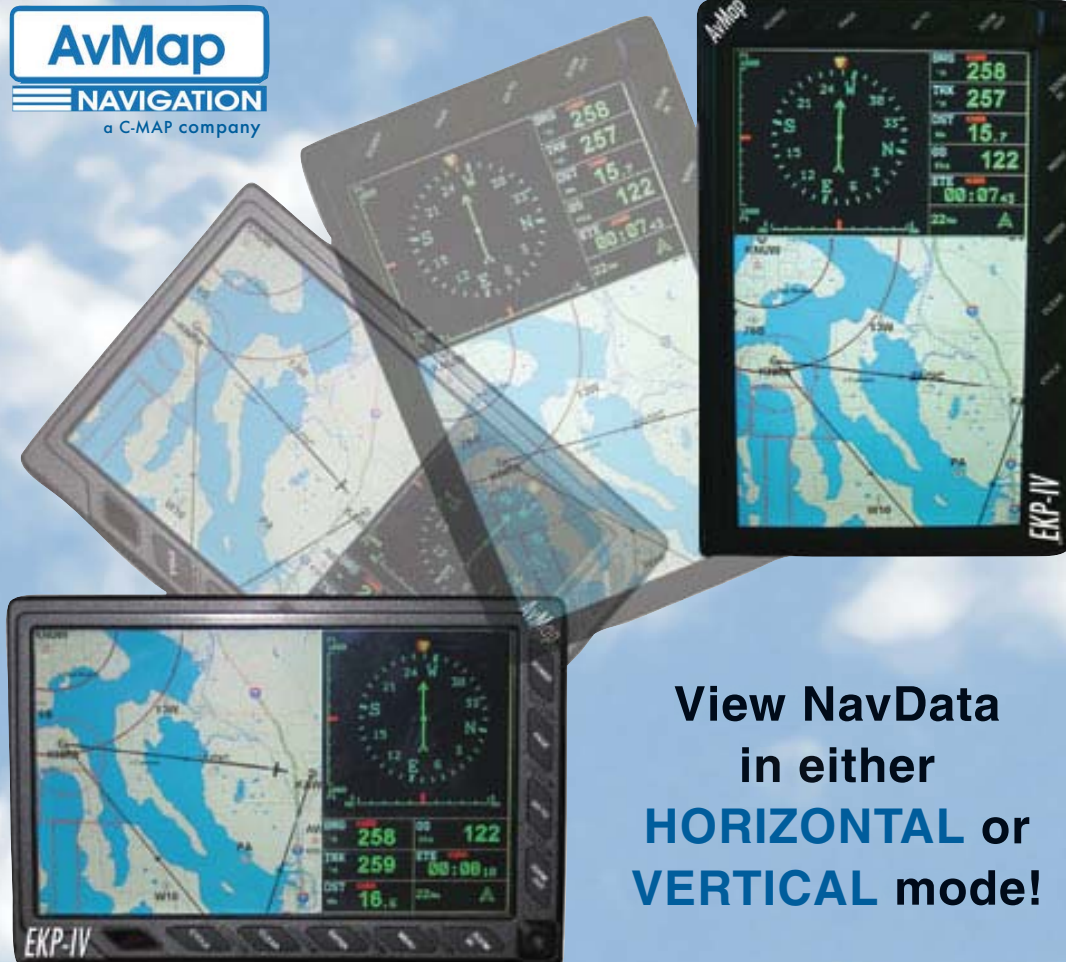
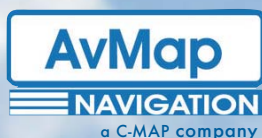


Chapter 1414 at Poplar Grove Airport



Vol.2, No.2 April 2006

A GPS . . .



View NavData
in either
HORIZONTAL or
VERTICAL mode!

. . . of a different dimension

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!**



President's Column

Tim Carter of Unison Industries of Rockford was the speaker at our March meeting. His presentation covered aviation ignition systems, with special attention given to the LASAR electronic control system. I hope everyone enjoyed it as much as I did. In case you missed out, Tim talked about how the LASAR system works as a standard

magneto in backup mode and offers state of the art timing control in normal operation.

In appreciation for his efforts, Frank Herdzina presented Tim with one of his famous Cylinder Lamps. Thanks again Tim.

For our April program, our own Bill Turner will give a presentation on formation flying. Bill is the leader of our local, Blackhawk Squadron of which there are approximately twelve active local members. If you like air shows, or ever wanted to be a fighter pilot, I'm sure you will enjoy learning about the formations, communication techniques and some of the disciplines required to make this a safe and enjoyable sport. Information about the group can be found at: <http://home.mindspring.com/~rv6/Blackhawkone/>



Frank Herdzina presents Larry Tim Carter with one of his Cylinder Lamps.

In April we will have an open house at Frank's home hangar to view the progress he has made on his BIRD. Snacks, drinks and sandwiches will be served between 11:00 AM and 4:00 PM Saturday, April 22, 2006. This will be open to members and guests of chapters 153, 790, Vintage Aero and Chapter 1414.

On the home front – over the second weekend in March, I clocked nearly five hours on the Hobbs practicing with the Blackhawk Squadron (mentioned above). As usual, due to my limited formation flying experience, I had instructor, Steve Flattum in the right seat. On Saturday, we flew three sorties and on Sunday another three, each lasting approximately forty-five to fifty-five minutes. For a newcomer to formation flying, like me, this is a quite intense exercise and I was very pleased that things went as well as they did considering at times, the air was turbulent.



Photo by Tom Barnes

Most of Saturday's flying was done two ship, me flying wing, doing the basic join-ups, and station keeping on shallow turns and lots of straight and level. I learned that when doing a join-up, I tend to rush things and that can become a big problem when energy management is not yet an automatic instinct. It will become easier as I learn how to instinctively trade altitude for speed, trade intercept closing rate with bank angle, while fine tuning with power settings and probably other factors I haven't yet thought about.

continued on next page

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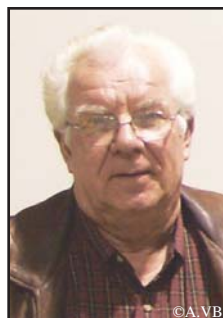
On Sunday, the first flight was more of the basic stuff and we recovered and debriefed at Burlington. The second flight ended in time for lunch at Janesville. There it was decided to practice a five-ship formation next, and we were assigned position #5 with Steve at the controls so that the group could practice some more aggressive stuff. We practiced a number of cross-unders, break and rejoins, steep fingertip turns and echelon turns. The most memorable and enjoyable exercise was when following a break-out, instead of rejoining, lead performed a series of lazy-eights. With us bringing up the rear, the view ahead was quite spectacular with each airplane spaced a thousand feet behind and following one another. Constantly changing heading, lead would appear above the horizon, then below and the others followed in turn. I imagined having the task of sighting the cross hairs of my 50mm on the chap in front of us.

Later, about half way through the exercises, I grabbed the camera and captured a few photos of the group. With us on the end, we were able to bob up and down to capture good photo angles and no one knew we were out of position. The flight ended at Poplar Grove, where we performed an initial approach in echelon formation with a three second break left, and circle to land.

Life is fun.

Tom Barnes

TRYING TO RESTORE ONE OF THOSE OLD BIRDS



by Frank Herdzina

Last month I had left off checking the status of the 1.25" diameter tubing that I had ordered from Aircraft Spruce. I was originally told 10 days to 2 weeks. Well, 4 months and I am still waiting. If I was looking for 6061-T6, this would not be a problem, however I needed O temper because of all the work we were putting into these tubes.

Last month I was headed into Schaumburg and passed Earle M. Jorgensen Co. It was then that I remembered that they carry a huge supply of material. First thing Monday I gave them a call, much to my surprise they had everything that I needed and the best thing about this deal was that the cost of the tubing was about one dollar per foot cheaper and that for an additional

seven dollars they will deliver it to Poplar Grove. With three tubes from a supplier in Rockford and six tubes from Jorgensen, I was hoping that would allow me to make four wing tips.



Frank using his bending machine to create one of the wingtip frames for his bird. I wonder if Frank could bend me a pretzel with a sprinkle of salt and some good german horseradish mustard on it?

Once I learned the secret to rolling and flattening these tubes it went rather easy, in fact I went ahead and rolled a set for a friend in Texas also rebuilding a Bird.

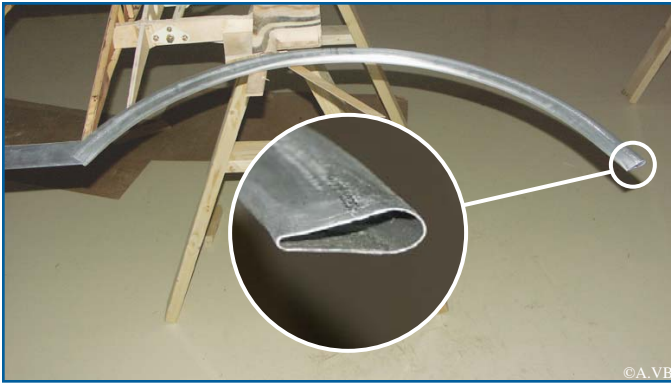


One of the upper wingtip (tubing) frames placed in position on the top left wing panel.

Craig Day had fabricated the trailing edge for each of the wings as well as the center section. These units turned out beautiful and fit the wing ribs like a glove.

Stealth Homebuilt . . .

by Dan Majka



The trailing edge and center section for the upper wing panel.

These old Birds had several cleaves pins on each control rod operating the ailerons. During the final tune up you were to set up both ailerons with the trailing edge hanging below the normal streamline wing surface by 3/8" to 1/2". Hopefully this would eliminate some of the sloppiness in the system. Presently, I have four wings in various stages of completion. Since I now have a feel for what is required to finish each wing, it's time to concentrate on one at a time, and finish them if I am going to show them at the open house.

Open house will take place at my home hangar at 2905 Howard St., Poplar Grove Il. on April 22nd from 11am till 3pm. Sandwiches will be served along with your favorite beverage.

Dirty Side Up . . .

Look out Florida, here she comes!

Dianna Ingram, author of the "Dirty Side Up . . ." column, has, last I heard, relocated to Florida and is in training with a cargo company. She indicated to me, that once she is settled in, she will continue with her contributions to this newsletter.



I would like to take this opportunity to thank Dianna, and while I'm at it, also Nick Helsper, for all their hard work in contributing to this newsletter on a monthly basis.

This kind of support from members is greatly appreciated by your newsletter editor and should serve as an example to all members on how they can contribute to their chapter.

Alex

Have you ever wanted to fly a stealth fighter? Well some of you might be coming close to doing that right now. Not radar signature invisible, but visually invisible because of your plane's paint scheme. That super busy paint job might look great on the ground but it could make you very hard to see in the air. If you look at any photos of naval warship camouflage from WW I or WW II you will see how the Navy tried to break up the outline of their ships by giving them a busy paint scheme. This is what busy paint schemes do for airplanes, they break up the outline of the aircraft. Bright colors play a role in being seen but only when the aircraft is relatively close in. Safety studies conducted by automobile insurance companies have shown that white is the first color to be seen by other drivers under many different weather and lighting conditions. I once watched two air combat planes take off from my airport in formation. The sky was partly cloudy and there was some haze as they departed in close formation. I never took my eyes off of them as they climbed out for their mock combat flight. One plane was painted blue and gray and it was the first to disappear from my sight. The other was painted a dark green and brown camouflage scheme with fluorescent orange wing tip tanks. Twenty seconds after losing sight of the second aircraft I was still watching two fluorescent orange wing tip tanks flying through the sky. I once read that a German WW II ace said he could see the American P-51 Mustangs miles away by the glint of sunlight off of their bare aluminum surfaces. Think back to all the times your eyes have been attracted to the lights of a car or plane long before you could pick out the shape. The best way to be seen from great distances away is to use your plane's lights as much as possible. Building our own aircraft affords us with a lot of freedom to light it up like a UFO. While flying in the mountains of Colorado I once spotted a Lancair 4 with pulsating nose bowl lights and wingtip strobe lights at least ten miles away. This plane had its lights on not to land, but to be seen by others as it flew. I was able to pick it out of the ground, mountain, cloud background with no difficulty. I have seen other homebuilts use small halogen lights mounted in the wing tips facing backward and also white strobes on the top of the vertical stabilizer. These were not intended for legal night flying but for daytime collision avoidance. If you want to fly a stealth airplane join the U.S. Air Force, otherwise it's better to be seen than felt.

On the lighter side . . .

Understanding Engineers

What is the difference between mechanical engineers and civil engineers?

Mechanical engineers build weapons. Civil engineers build targets.

A GPS . . .

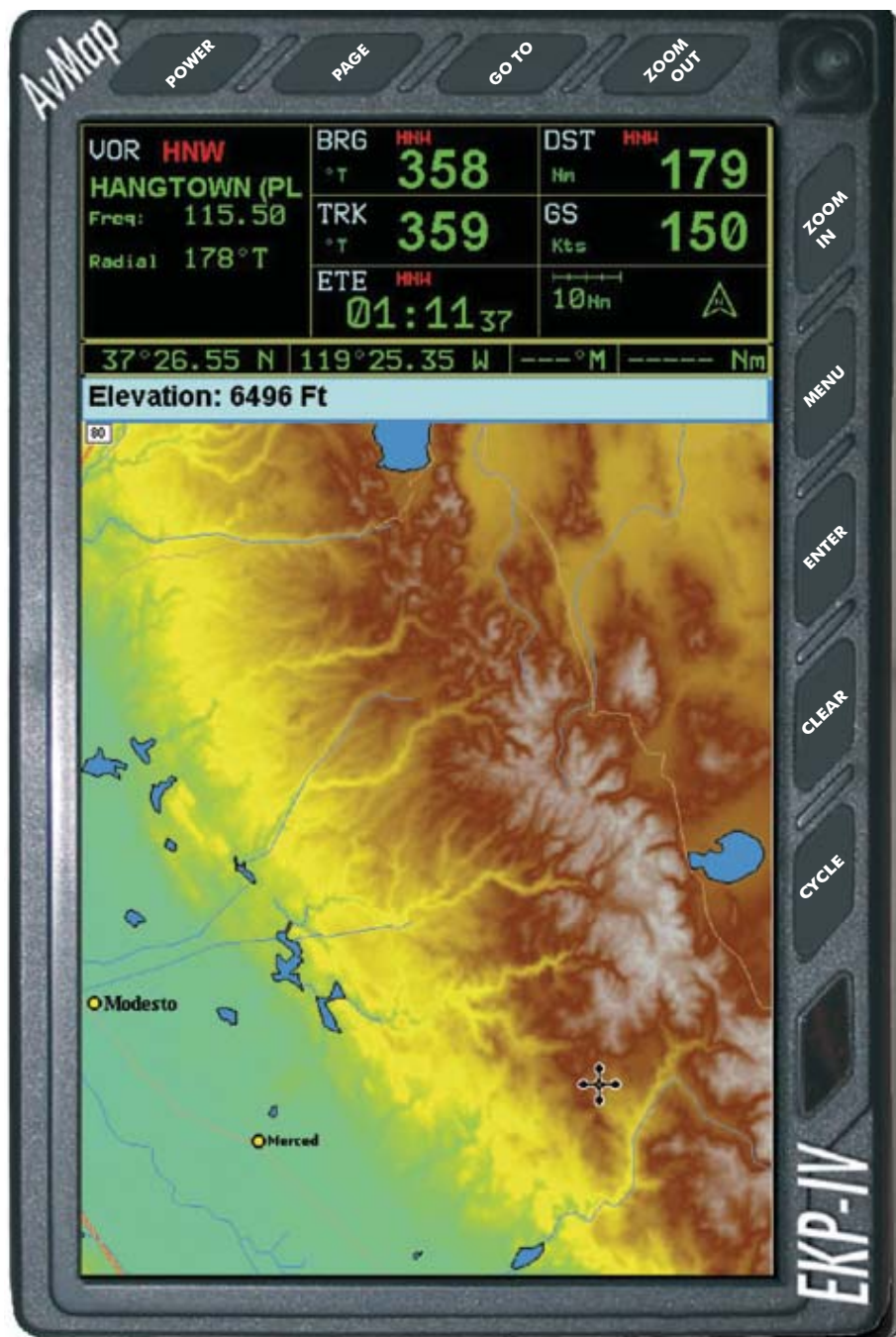
by Alex Von Bosse

I investigated GPS units for several years before I decided to purchase the *AvMap EKP-IV*. The reason it took me so long to pick a particular unit probably was that every time I had enough money saved up for the GPS I thought I wanted, someone came out with a another feature on their unit that shifted my attention away from my previous decision.

I was leaning toward a GPS with a large screen with a crisp (hi-res) display. I finally decided on the AvMap EKP-IIIIC (Electronic Knee Board) which was 6" wide by 9.5" high and about 2.625" thick. It had a 6.4" diagonal color screen and a resolution of 640x480 pixels and all the features that I thought I wanted (that were available at the time). When I contacted AvMap to order the EKP-IIIIC, I was told that they were introducing a new unit, the EKP-IV, at AirVenture 2004. The EKP-IV was to be smaller (4.25"x7"x2") with a larger 7" diagonal screen and a resolution of 800x480 pixels.

Once I saw the EKP-IV, I was quite impressed with the screen display and all the other features it had, especially after looking at the Lowrance AirMap 2000C, which had the next largest display in a portable GPS. Don't get me wrong, all the other GPS units had fine features, I just liked the EKP-IV best.

For the first year I mounted the unit on my knee with the included Velcro strap. This worked out quite nice, especially when it was cold outside. The large LCD (TFT) display generates quite a bit of heat which kept my right leg nice and warm. The only problem with this type of pilot heating system is the trouble you have to go through to keep your entire body evenly heated.



all images for this article are provided by AvMap Navigation

Actual Size

. . . of a different dimension

The WAAS enabled **AvMap EKP-IV** belongs to the new generation of portable navigation systems for the aeronautical market. It features a brilliant and sunlight-viewable 7" color LCD display and is equipped with internal batteries for emergency use.

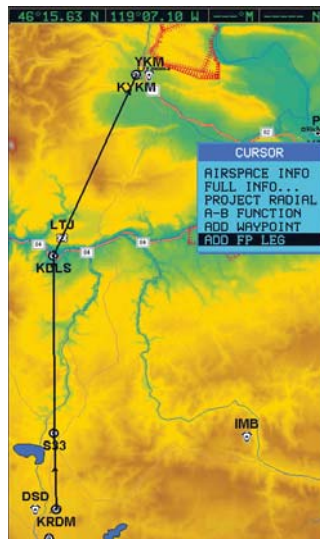
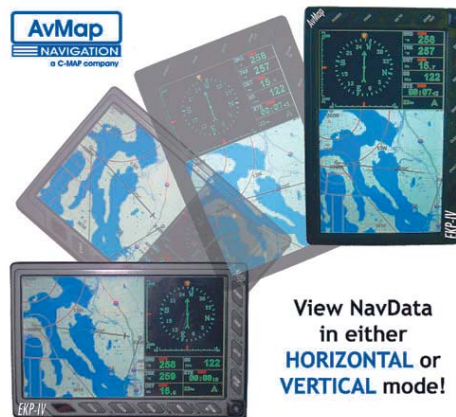
The EKP-IV utilizes a 128 MB Compact Flash (CF). The Cartography is fully detailed and integrates regional road charts and Jeppesen data (for Europe or America, Asia, Australia, Africa depending on the version).

The EKP uses Jeppesen's aeronautical database system.

The advanced navigation software offers some unique functions:

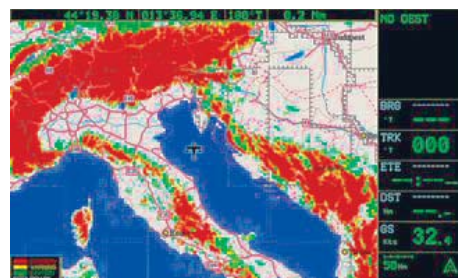
- **Menu keys are strategically positioned along the sides of the case so the unit can be operate in *Portrait* or *Landscape* mode.**
- **Full flight planning capability (up to 10 flight plans of up to 100 legs each)**
- **One-touch - 20 nearest: USER WPT, APT, VOR, NDB, INT, ARTCC FREQ, FSS FREQ, POIs**
- Approaching waypoint alarm
- **Multiple views: Full or split HSI screens with data fields, nav data or full map view**
- Importing and exporting of flight plans, waypoints and routes directly from EKP to the PC
- **Land elevation: a color coded map shows info on the terrain altitude.** (See full-size image on previous page)
- Trip computer with: fuel, winds, timers
- **Editable data fields and checklists**
- Full simulator functions
- Integration with other onboard navigation systems: autopilot, GPS, external antennas
- Private Airports database (for US) included
- Low Airways (a.k.a Victor Airways in the USA) included
- **TAWS -Terrain Awareness and Warning System**
- Practical full NAVDATA page, to get all the info you need at once.

Note: The bullet points shown above in bold correspond to the pictures on the right side of this page.



NEAREST AIRPORTS				
Name	TO	FROM	DST	ETE
KVCM YAKIMA AIR	207°M	027°M	0.15	1---
KFCT VAGADON	013°M	193°M	6.77	1---
4S6 TRETON STAT	262°M	080°M	24.37	1---
M94 DESERT AIR	056°M	237°M	26.59	1---
1S5 SUNNYSIDE M	103°M	284°M	27.73	1---
KELN BOWERS	343°M	162°M	27.80	1---
S40 PROSSER	106°M	287°M	37.73	1---
2W1 DE VIRE	NEAREST MENU		65	1---
S93 CLE ELIN	NEAREST USER		03	1---
S20 GOLDEN	NEAREST APT		05	1---
5S5 PACKW	NEAREST VOR		94	1---
80T QUINCY	NEAREST INT		10	1---
21W RANGER	NEAREST ARTCC FREQ		70	1---
KESW EASTO	NEAREST FSS FREQ		90	1---
KERT PANGBORN	357°M	177°M	51.62	1---
1S8 ARLINGTON M	145°M	325°M	53.54	1---
KRLD RICHLAND	089°M	270°M	53.59	1---
M50 BOARDMAN	128°M	309°M	54.34	1---
8S2 CASHMERE D	344°M	163°M	56.79	1---
S98 VISTA	092°M	273°M	59.03	1---

CHTCR - Database Info
PAGE - Search Result: HDB - Nearest Menu
GOTO - Navigate To Object: Hold GOTO - Locate



The EKP-IV runs off of the aircraft's electrical system (10-35 Volts) via a standard accessory plug. As mentioned earlier, the unit can be mounted on the pilot's thigh or, as I have, on a RAM Mount.

Once the unit is powered up, you can select between the full-screen map, the map with the info field and up to 6 data fields on three lines (as shown on page 5), or choose the map with the data field area split to accommodate an HSI display. You can also display the data fields together with the HSI in place of the map.

One of the features of the EKP-IV is a set of checklists that include Ground Check, Engine Start, Pre-Takeoff, Cruise and Landing. Each of these checklists can be customized by the pilot to meet his/her individual needs.

Loading a flight plan can be accomplished in several different ways and is straightforward. My favored way is to use the map mode: Make sure no flight plan is currently selected. Place the cursor on top of your departure airport and press "Enter". The cursor menu will pop up - select "add FP Leg" and press "Enter" again. This marks your departure airport as the starting point for your flight plan. Move the cursor over the next check point (airport) and press "Enter". The cursor menu will pop up. If this check point is not an airport, a "User Waypoint" is generated under the cursor when you press "Enter" to add this FP Leg. Continue in this fashion until you reach your destination.

When you get ready to fly, select your flight plan and activate it. The first leg of your flight plan will be displayed in magenta and the info for the destination at the end of your current FP Leg will be displayed in the info field. The data fields will show, depending on how you configured them, your bearing, track, distance to go, ETE, ground speed and altitude. Remember, you can set up the data fields to show whatever meets your needs.

You also can set up an "Arrival Alarm" to pop up at a given distance from your check point (destination) as well as an "Air Space Alarm" to pop up at a given time before reaching that airspace.

Once you reached your first check point, the EKP-IV will automatically display the next flight plan leg in magenta and also show the info for your next check point.

A new feature that was just recently released is TAWS (Terrain Awareness Warning System). When activated, it will show you any terrain or obstacle that could be a hazard to your flight in red. Towers are displayed with their height in feet msl. Terrain height can be determined at any time by placing the cursor over the area of interest and its height in feet msl is shown.

If you should have the need to know what airports are near you, you can just press the "Page" button and the 20 nearest airports, including private landing fields, will be displayed in an instant. You can also search for the nearest User Waypoints, VORs, NDBs, Intersections, ARTCC Frequencies. Two items in the "Nearest Search" menu, however, don't work currently. These are the FSS Frequencies and the POIs (point of interest).

To aid in staying on course, the pilot can turn on a "Course predictor" that indicates the projected position at the set time interval, if the current speed and heading are maintained.

To further aid navigation efforts, the pilot can set up an extended centerline with a length in miles of his /her choosing for the arrival runway.

Another feature of the EKP-IV is its capability to display Instrument approaches. Please keep in mind that portable GPS units, and that includes the EKP-IV, are not certified for use as the only navigation device during Instrument Flight Rules as established by the FAA. Instrument approach points displayed in the unit are for information only and do not establish authority for a pilot to fly the IFR approach procedure in actual instrument flying conditions. During IFR flight, the final Approach Segment and Missed Approach Point, the EKP-IV is to be used strictly as a monitoring instrument only. That however, as I am told, should not stop you from requesting one of the available approaches during a VFR flight for practice purposes.

While you are on a flight using the EKP-IV, the unit can be set up to show the track that you flew and it will keep it in memory for later review. Once you arrived at your destination, you can select the flight plan that you just used and, with a couple of keystrokes, reverse it for your flight home.

As you fly along, the unit displays your coordinates at all times and you can check the distance between your present position and any point on the map by simply moving the cursor over the point of interest. Furthermore, you can set up one of the data fields to show an A-B function. This allows you to place the cursor over a given point of interest, press the "Enter" key to establish point "A", move the cursor over another point of interest and press the "Enter" key to establish point "B" and the unit will show the distance between these two points.

Another one of the new features just released is a full page of nav data, an expanded version of the datafields shown at the top of the unit on page 5. It gives you all the pertinent info of your flight:

Destination Info, Fix Info, Track, Groundspeed, Altitude, UTC and date, Bearing, Distance, ETE, ETA, CrossTrackError, Course Deviation Indicator, Sunrise, Sunset, 2nd Distance, 2nd ETE, 2nd ETA, Trip Distance, Map Scale with North Indicator, Time and Distance to descent, A-B Function, Countdown Timer, Elapsed Timer, Battery Condition and Unit Temperature.

And if the fuel tanks are empty, as well as the wallet, but you'd like to know what it is like to fly exactly on course, you always can sit in the cockpit, make airplane noises, and let the built-in simulator fly your flight plan for you. You can set the simulator to fly point to point (direct to) or let it fly the actual course at an airspeed of your choosing.

There is a lot more to describe the full function and capability of this GPS, but this is beyond the scope of this article.

Anybody interested in seeing the unit in operation, let me know.

Member Profile

Bernie McLean

Like most other Chapter 1414 members, I can't remember when I wasn't fascinated by airplanes. My flying interest began "quite a few years ago" in Canada where I was born and raised, as was my wife of 43 years, Carla.

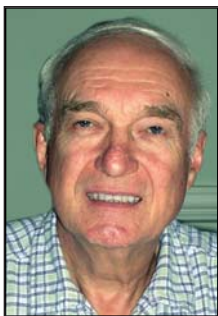


Photo by Bernie McLean

I started out building balsa and paper rubber powered models, moved up to U-Control models (this was prior to R/C models!!) and finally started flying lessons at age 16 at *The St. Catharines Flying Club* in St. Catharines, Ontario (12 miles from Niagara Falls).

I soloed an Aeronca Champ at age 16 and got my Private Pilot license at age 17. I earned my seaplane rating flying an Aeronca Chief on floats and accumulated 100 hours by age 19, flying Champs, Cubs, Tiger Moths, C 140s and PA 18s.

My flying activities were put on hold for some years due to job, and family commitments until we moved to the United States.

In 1973 I started flying again at Galt Airport, flying C 150s, 172s and J3 Cubs on floats on the Fox River at Johnsburg IL.

In 1975 I became the proud ½ owner of a 1956 C172 (N7035A...still registered and flying!) and flew this aircraft out of Galt until 1976 when we traded up to a 1969 Piper Cherokee (PA 28-235). I flew this aircraft until 1988, earning my Instrument, Commercial and CFI ratings.

We sold the PA 28-235 in August, 1988 and I was "Planeless" until December, 1989 when I became ½ owner of my current aircraft (1981 Mooney J, N1007N).



Photo by Bernie McLean

My co-owner passed away in 1997 and I am now the sole owner of this great airplane which Carla and I have flown extensively to Canada (visiting relatives), Pennsylvania (2 or 3 times each year to visit Grand Children) Florida, Texas, Arkansas and the East Coast (business and vacations). We are planning a trip to Calgary Alberta next month. We fly mostly for travel and usually fly in the IFR system.

We moved from Crystal Lake to Bel Air estates in 2002 and have been enjoying living here on the Poplar Grove airport. I retired from the advertising business in the Fall of 2003 and **SHOULD BE** devoting full time to my homebuilt aircraft project!!

I am currently building a KR2 homebuilt (wood, foam and fiberglass, low wing 2 place, fixed gear taildragger). I am refurbishing and assembling a Corvair engine to power the KR2 and am approximately 50% completed....(with 75% to go!!!). With lots of nudging and other encouragement from Carla, I hope to complete and fly the KR2 sometime next year.



Photo by Bernie McLean

I enjoy being a member of Chapter 1414 in addition to Vintage Aero Association and the Poplar Grove Wings and Wheels Museum.

We love the airport life here at C77!

Pilots needed!

by Dennis Blunt

The Vintage Wings and Wheels Museum Youth Program will hold its first "Introduction to Flight" on Saturday, May 13, 2006. This program is an enhanced "Young Eagles" flight with a short class on theory of flight and a talk on engines and airframes held on the museum campus.

We appreciate the partnership with Chapter 1414 members who participate in flying the kids. We can always use more volunteers for this program as well as the Youth Exploring Aviation (YEA) for the older youngsters.

Please join us in this very worthwhile venture by volunteering to fly the kids.

Contact our 1414 pilot coordinator Red Bainbridge at 815-282-5083 or rbainbridge@hostwerks.com.

Please see the Events Calendar for upcoming activities.



All Weathered Out!

Studies have shown, “about 83% of the aviation weather-related deaths in 2004 occurred during FAR Part 91 General Aviation Operations. “ (Jarboe) In order to decrease the number of weather related deaths in general aviation, GA pilots can increase their knowledge

by reviewing important need to know weather information.



The purpose of this month’s safety article is to refresh the experienced pilot’s knowledge of aviation weather. To accomplish this task, for starters, I recommend reading the Jeppesen Aviation Weather Textbook. Add to this a helping of Aviation Weather Services, an advisory circular (AC 00-45E). Use this text to brush up on your skills if you haven’t been using weather text/charts as of late. This advisory circular is available for free download (along with many other free textbooks) on www.faa.gov. Below is a short, five question aviation weather quiz.

How do you score?

1. Fill in the blanks:

“Inside the troposphere, the temperature decreases at a rate of about ____ degree(s) Celcius every 1,000 feet of altitude gain, and the pressure decreases at a rate of about ____ inch(es) per 1,000 feet of altitude gain.” PHAK 10-2

- A. 1 degree Celcius, 2 inches per 1,000 feet.
- B. 2 degrees Celcius, 1 inch per 1,000 feet.
- C. 3 degrees Celcius, 3 inches per 1,000 feet.

2. “What is the expected duration of an individual microburst?” FAA Knowledge Test

- A. One microburst may continue for as long as an hour.
- B. Five minutes with maximum winds lasting approximately 2 to 4 minutes.
- C. Seldom longer than 15 minutes from the time the burst strikes the ground until dissipation.

3. “At sea level, the atmosphere exerts a pressure on the Earth at a force of...” PHAK 10-3

- A. 14.7 lbs. per square inch.
- B. 13.7 lbs. per square inch.
- C. 12.7 lbs. per square inch.

4. Given the following information, find the height of the cloud base above sea level:

Temperature: 59 degrees F
Dewpoint: 45 degrees F
Formula: $[(T-DP)/4.4] \times 1000$

- A. 3,180 feet AGL.
- B. 2,180 feet AGL.
- C. 318 feet AGL.

5. What are the three stages of a thunderstorm lifecycle?

- A. Continuous updrafts, Frequent Lightening, Beginning of rain at the surface.
- B. Mature, Cumulous, Dissipating.
- C. Cumulous, Mature, Dissipating.

Answers to Questions:

1. B 2. C 3. A 4. A 5. C

Now you know how you score. Help decrease weather related deaths by reviewing and checking weather information prior to each flight. Pilots can obtain weather information by visiting www.aviationweather.gov. Check it out.

References:

- Statistic by: www.srh.noaa.gov
- Picture by: www.ops.fhwa.dot.gov
- Questions by: [Pilot’s Handbook of Aeronautical Knowledge and FAA Knowledge Tests](#)
- Questions, Comments? nickhelsper@letu.edu

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.

Tim Gallagher's Rib Stitchin' Party

Come one Come all!

A good old fashioned rib stitchin' party at Tim Gallagher's hanger
2904 Howard Street Bel Air Estates at Poplar Grove Airport

We will be stitching the wings of a Pober Junior Ace

April 29th from 9:00 am until ??

Bring yourself

Bring stories

Bring your stitchin' needles

Bring your experience (or lack of)

Refreshments will be provided!!!

Any questions?? Give Tim a call at 815-547-9568.

For Sale:



**1968 Cessna 150H Commuter,
3800 TT, 530 SMOH, 6/06 annual,
at Poplar Grove Airport
\$19,500 OBO.**

Call Ken at 847-372-9374."

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

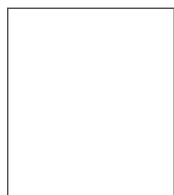
April	11,	Chapter 1414 Board Meeting	5:30 PM	Poplar Grove AP Maintenance Hangar
April	11,	Chapter 1414 General Meeting	7:00 PM	Poplar Grove AP Maintenance Hangar.
May	7,	Chapter 22 Fly-In/Drive-In Breakfast	7:00 AM - Noon	Rockford Airport - Courtesy Aircraft Hangar
May	9,	Chapter 1414 Board Meeting	5:30 PM	Poplar Grove AP Maintenance Hangar
May	9,	Chapter 1414 General Meeting	7:00 PM	Poplar Grove AP Maintenance Hangar
May	19-21,	Midwest Aeronca Fest		Kewanee, IL
June	25,	Family Fly Day (Young Eagle Flights)		Poplar Grove Airport
July	24-30,	AirVenture 2006		Oshkosh, WI
Sept.	16,	Introduction to Flight		Poplar Grove Airport

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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