

# Leading Edge



## Chapter 1414 at Poplar Grove Airport



Vol.1, No.12 February 2006

### In this Issue . . .

- 2. President's Column
- 3. XB-70
- 4. .... one of those old Birds
- 4. Famous Dave's Ski-Plane Fly-In
- 5. What our members are flying
- 6. Dirty Side Up
- 7.....Member Profile
- 8.....For Your Info
- 8.....Next Step
- 9.....Safety Corner
- 10.....Buy . . . Sell . . . Trade & Calendar



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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

The "XB70 - VALKYRIE" was the topic of our January meeting. A big Thank You to Don Harreld, for his presentation on the experimental bomber, XB70 "VALKYRIE" and to Dean May for the arrangements and helping with the video. The XB-70, one of the world's most exotic airplanes, was conceived for the Strategic Air Command in the 1950s as a high-altitude bomber that could fly three times the speed of sound (Mach 3). You can find specifications and pictures on the web:

HYPERLINK <http://www.vectorsite.net/avxb70.html>

HYPERLINK [http://www.wpafb.af.mil/museum/modern\\_flight/mf37.htm](http://www.wpafb.af.mil/museum/modern_flight/mf37.htm)

Obviously missing from the archives are some of the fine details that Don witnessed and shared with us regarding the development of the major structural components, construction, and the test flight that went wrong. Thanks again Don.

Of the two prototypes, the only remaining XB70 can be seen first hand at the Wright-Patterson museum in Dayton, OH.

Correction: I mentioned that Wright-Patterson AFB is open to general aviation one (1) day a year. Well, that is no longer true. To visit, you could land at Green Co. airport about 15 miles away and arrange your own transportation to the museum.

For our February meeting presentation, Larry Dagley will conduct an Airspace Refresher, utilizing Air Safety Foundation's (ASF) seminar in a box. From the presentation, this two-part program includes almost everything you need to know about operating within the U.S. airspace system.

Airspace Refresher explains the U.S. airspace system, with emphasis on operating in the various classes of airspace. It explains in simple terms the difference between controlled and uncontrolled airspace, and why various pieces of airspace are configured the way they are. It discusses pilot, equipment, weather and communications requirements, and takes the audience on a cross-country flight, with lots of opportunities for audience participation. We will be emphasizing the different types of airspace found in our local area. This presentation also includes ASF's new **Know Before You Go**. **Know Before You Go** concentrates on TFRs and other recent airspace restrictions. If you have a Chicago sectional and a Chicago terminal chart, please bring it to the meeting for reference.

On the action front, during mid-January, I spent a couple days out at the hangar and fitted and drilled my (RV-6) gear leg fairings along with intersection fairings. I guess it took the warm January weather to get the motivation flowing. Then Saturday morning, following a short Chapter 1414 Board meeting, my instructor Steve Flattum and I took off to meet up with the Blackhawk Squadron at Burlington (BUU) to do some formation practice. The weather was great, but because it had been predicted to be windy, our regular "lead" had made other plans. Steve was next in line with experience, so we took "lead" with me doing all the flying and Steve calling the shots. The name of the game is called SMOOTHNESS. Everybody said that I did a good job, but noted a need to be more in tune with speed; that it had gotten slow at times. I can handle that. After about .75 hr we headed for Janesville for lunch.

The tower is very familiar with our procedure and they go out of their way to accommodate us. We call in about ten miles out (2 Tango Bravo flight of four RV's), and request initial approach with an overhead 360 to land. On this trip, they gave us an altitude and asked that we break beyond the numbers at the end, but later changed it to break at our discretion. We landed and had lunch while debriefing, then another .5 hr formation work with Steve at the controls. We terminated the formation practice somewhere near Lake Geneva, and then Steve and I did some aerobatic work.

continued on next page

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He was in the left seat this time so that I could get the feel from the right. Everything went well until we started doing falling leaf stall maneuvers. I had a weird sensation at one point - where corrective action wasn't spontaneous. It was a good experience and something worth knowing about. Steve said it had something to do with the opposite side of the brain processing things - because my hands/controls were reversed. I concluded that I would save landing from the right side for another day, but will continue training short periods from the right.



Photo by Tom Barnes

The accompanying picture is one that I took while Steve was in control. It is at the top of a loop and shows the view of what "level wings" look like - out to the side. "G" load in this position is barely less than +1 and speed around 80 mph and with altitude about 1000' above the entry. Entry and exit numbers are: Speed about 170 mph, "G load" 2 - 2.5 g's.

I would love to be able to talk about spins (in an RV). Maybe soon.

Tom Barnes

## *Looking Back at the January Meeting*

### *XB-70 Presentation*

Mr. Donald Harreld conducted the January meeting presentation on his experiences with the construction of the North American XB-70 supersonic bomber. Mr. Harreld earned his engineering degree and was recruited by North American Aviation immediately after graduation. As a young kid growing up in the Midwest, this was quite an exciting offer, to live and work in southern California.



Donald Harreld

His presentation covered the complexity of the design and construction of the most advanced aircraft at the time. This was the first time honeycomb construction had been attempted in the majority of the aircraft structure. Because of this, everyone involved in the building of the aircraft had to learn the proper techniques on the job. Sometimes the parts just would not fit as planned, which I am sure anyone that has built his or her own aircraft can identify with. Mr. Harreld's presentation included many photos of the construction process and the many test flights along with a short video.



Photo supplied by Dean May

Tragically, the second and last XB-70 aircraft built, suffered a midair collision with a chase plane and was destroyed, along with the loss of two of the pilots involved.

Mr. Harreld also invited everyone to visit his favorite experimental aircraft at the Wright-Patterson Air force Base in Dayton, Ohio.



Frank Herdzina presents Don Harreld with one of his Cylinder Lamps.

Dean May

## *On the lighter side . . .*

Tower: "Delta 351, you have traffic at 10 o'clock , 6 miles!"

Delta 351: "Give us another hint! We have digital watches!"

# ***BUILD ANOTHER KIT OR DO I TRY TO RESTORE ONE OF THOSE OLD BIRDS?***



by Frank Herdzina

Several years ago I decided to build myself an airplane. As a kid I built several airplanes and felt well qualified to handle this task. After spending several months researching both plans built and kit projects, I decided on the RV-6A quick built kit from Vans Aircraft. Since the wing ribs were all aluminum, I did not have to worry about cutting my leg with a razor blade as I did numerous times building my models. I was impressed with the quality of the kits that the various manufacturers furnished, and with some S. W. A. G. estimates, (Scientific wild-ass guess) it was possible to estimate both time to complete and its cost. The only thing left was to write a check to start the building process.

The complete kit arrived within a few weeks and the inventory and building started the next day. Since we had a full walkout basement, it was possible to assemble the complete air plane within two years and 2000 hours. Now it was time to move the plane to DuPage Airport for final assembly and its maiden test flight. With the exception of an idiot light coming on indicating engine problems within twenty minutes of takeoff, everything went quite well. After moving out to Poplar Grove I found myself flying up the backside of the antiques while in the pattern for landing. I would lengthen the downwind and I watch another one of these antiques turn to base as I was making my turn to base. Over the next few months I starting talking to some of antique owners and found myself wishing that I owned one of these old birds. Needless to say I was hooked. Now the question is do I build another experimental or do I go after a restoration project. Back onto my golf cart.

I started visiting some of the projects being worked on, and found that each of the project owners was willing to stop working on there projects to assist me in the selection of a basket case and what to look for. Well, the bug really bit me.

I located a 1930 Brunkle-Winkle (BIRD) and an F2 - Taylor Cub. Now this is how you fly slow in the pattern at Poplar Grove. All I had to do now was to convince Dick Hill he needed

to sell these airplanes to me. After a couple of weeks he called me to take home my two projects. Once again I sat down, took my inventory and started ordering materials to restore these two airplanes. Dick had written a book on the history of the Bird Aircraft. Its loaded with information on both the history of the company itself and valuable information to restore this antique airplane. Sense the engine was now the big question mark, I decided to tear down the Kinner K-5, a 100 HP, 5 cylinder radial engine. Preliminary investigation showed that the engine was in standard specs but within hours of being out. I decided to ship the engine to Al Ball for a complete overhaul while I sat down and started to build wing ribs for the Bird. With all my interruptions for eye and double knee surgery I finally finished the wing ribs Christmas week. As the new year starts, I'm looking forward to start assembling those wings.

Well, I better stop and start building those wings so I have something to report next month.

## ***Famous Dave's Annual Ski-Plane Fly-In & Brunch***

***January 15, 2006***

by Jim Diss

I attended Famous Dave's Annual Ski Plane Fly-In Sunday the 15th of January.



Jim Diss with his Cessna 185 in front of "Famous Dave's" BBQ Shack.

For those of you that may not be aware, Famous Dave's (restaurant chain) originated in Hayward, WI, on Big Round Lake at Grand Pines Resort as the dining room of Grand Pines. Each year in January, usually on the third Sunday, the Famous Dave's Ski Plane (& wheel plane) Fly-In is held at this location.

continued on next page

A runway and parking area are plowed on the ice in front of the resort and a very professional Fly-In follows. This year's event was attended by 65 aircraft, 90 pilots and an additional 450 guests. The resort dining rooms are impressive and the brunch is quite a classy buffet and a real treat. Although a long trip for slower aircraft this is a fine fly-in.



Is this Jim's next airplane . . . ???

## *What our members are flying . . .*

**Alex Von Bosse's**

**Dornier Do-27**

**Based at Poplar Grove Airport**



The Dornier Do-27 was the first aircraft built in production in Germany after the 10-year ban to design and build aircraft following WW-II was lifted. Claude Dornier moved his operation to Spain after WW-II to get around the ban. There he was commissioned by the Spanish Air Ministry to develop an aircraft with good low-speed flight characteristics and short-field take-off and landing abilities. It also had to be able to carry a big payload.

The design of the Do-27 was preceded by two prototypes (Do-25 P1 & Do-25 P2) that were designed and built in Spain.

The Do-25 P1 had a one-piece wing and was powered by a 150 hp Elizalde Tigre G-IV-B engine driving a fixed pitch propeller and made its first flight on June 25<sup>th</sup>, 1954.

The second Do-25 (Prototype 2) was equipped with a 225 hp O-470-J Continental engine driving a constant-speed, two-blade Hartzell propeller and made its maiden flight on April 8<sup>th</sup>, 1955.

Further refinements were made and the Do-27 was born. The wing design was changed to a two-piece configuration to ease the building process. The engine was upgraded to a 275 hp Lycoming GO-480-B1A6. The landing gear was beefed up and moved slightly forward to improve ground handling. The vertical stabilizer and rudder were enlarged to increase slow-speed responsiveness.

When the 10-year ban was lifted in 1955, a contract from the Bundeswehr for 428 Do-27s made it possible to begin series-production in Oberpfaffenhofen, Germany. A total of over 600 Do-27s of different configurations were built (including some on floats, skies, and with turboprop engines).

With its excellent STOL characteristics, the versatile and rugged Do-27 was not only used in Germany, but in all parts of the world as liaison, observation, ambulance, rescue, training, business, surveying, agriculture and forestry aircraft and for glider towing and aerial advertising.

### **Technical Data**

Maximum Take-Off Weight	4080 lbs
Empty Weight	2420 lbs
Never Exceed Speed	180 kts
Maneuvering Speed	90 kts
Flap Speed	75 kts
Minimum Speed	40 kts
Service Ceiling	21,840 ft
Range	400 nm
Take-Off Distance	460 ft
Length	31.5 ft
Height	11.5 ft
Wing Span	39.5 ft
Wing Area	208.75 sqft
Cabin Width	51 in
Cabin Height	60 in
Cabin Length	120 in
Engine - Lycoming GO-480-B1A6	275 hp

## *On the lighter side . . .*

Tower: "TWA 2341, for noise abatement, turn right 45 Degrees."

TWA 2341: "Center, we are at 35,000 feet. How much noise can we make up here?"

Tower: "Sir, have you ever heard the noise a 747 makes when it hits a 727?"

# Dirty Side Up . . .

## TAILWHEEL PILOTS HAVE MORE FUN Part II

by Dianna Ingram

For anyone who is interested in flying tailwheel aircraft, but is not sure where or how to get started, this month's article will focus on what it takes to learn. Legally, flying a tailwheel aircraft by yourself, unless you have logged some tailwheel time as pilot-in-command prior to April 15, 1991 (see CFR 61.31), requires a tailwheel endorsement in your logbook, to be given by a qualified instructor. This does not require a checkride; any CFI with a tailwheel endorsement may give a tailwheel endorsement. To obtain the endorsement, you must receive training in three-point and wheel landings (more on these later), crosswind operations (taxi, takeoff, and landing), and go-arounds.



Fewer and fewer flight schools offer tailwheel instruction, usually due to high insurance rates. Most times you may find that a school has a tailwheel aircraft they use for instruction, but won't make the aircraft available for solo rental (also due to the high cost of insurance, big surprise here). This means that in order to fly one of these aircraft by yourself, you will have to buy or build an airplane of your own. Luckily for members of EAA Chapter 1414, the home-base airport offers instruction in two excellent aircraft, a Piper J-3 Cub, and a Cessna 140. Both aircraft have something different and valuable to teach the fledgling tailwheel pilot. Currently, all of the Poplar Grove instructors, myself included, are qualified to give tailwheel instruction. For a change of pace, if you're willing to drive or fly a little further to Morris, Illinois, there is a Boeing PT-17 Stearman available for instruction (although not for solo rental, and open cockpit airplanes do tend to be somewhat chilly during northern Illinois winters). And for an added thrill, Morris also has a fully aerobatic Bellanca 8KCAB Super Decathlon available (solo rental allowed on a case-by-case basis).

Now that you know where to find tailwheel instruction, which instructor should you choose? Why me, of course (just kidding). But seriously, you do want someone with whom you feel relatively comfortable, because you will be spending at least 5-10 hours stuffed into a small airplane with this person. Most people take approximately 7 hours to get to the point at which the instructor will sign them off for a tailwheel endorsement. Poplar Grove requires that you have 10 hours of tailwheel time before turning you loose on your own. Other flight schools have different policies on this issue, so check this out ahead of time.

Once you have the endorsement in hand, the FAA requires that, to remain current, you perform three full-stop landings every 90 days. Touch-and-goes do not count.

When you finally take the plunge and sign up for tailwheel lessons, the first lesson will consist mainly of aircraft familiarization. Often there will be many differences between tailwheel and nosewheel aircraft other than landing gear configuration, generally due to the fact that tailwheel aircraft are often rather old airplanes. You may find seriously outdated avionics in tailwheel aircraft, if there happen to be any. If not, you will have to familiarize yourself with NORAD procedures, and always keep a sharp lookout for traffic. Some aircraft, in addition to having no avionics, have no electrical system either. That means that starting must be accomplished by means of hand-propping. Hand-propping procedures deserve an article of their own, and one should be forthcoming very soon. Very few small tailwheel aircraft have flaps, so you will want to brush up on forward slips. Rarely will a stall warning device be seen on tailwheel aircraft, so stall detection will have to be accomplished mainly by the seat of your pants. Old aircraft predate the standardized six pack of instruments, so the instruments may be scattered haphazardly throughout the panel. You will be lucky to find a tailwheel aircraft with gyroscopic instruments. Old airplanes usually are without a source to power gyros, and aerobatic aircraft often do not have gyros unless they are the cageable type that won't tumble during maneuvers.



Other than during the first lesson, most of your tailwheel training will be spent in the pattern. Once in the air, tailwheel aircraft fly using the same principles as everything else. Ground handling is where the tailwheel aircraft will be most unlike that to which the nosewheel pilot is accustomed. Taxiing requires more rudder action in a tailwheel aircraft. You should find that taxiing isn't too difficult as long as you don't taxi too fast, keep the nose straight with the rudders, and keep the flight controls positioned in the correct position given current wind conditions. Many tailwheel aircraft pose a visibility problem while on the ground. In these aircraft, even tall pilots will likely have difficulty seeing over the nose. In this case, you will have to make S-turns down the taxiway to be able to see ahead of you.

Takeoffs differ greatly from nosewheel aircraft takeoffs. The nose must be lowered during the takeoff roll, which means

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pushing on the control wheel. Pushing during the takeoff roll will seem alien and unnatural the first few times. This goes against everything you will have ever heard up to this point about performing a takeoff. After that, takeoff commences as usual, except that you need to be quicker on the rudders, and keep the aircraft from even the smallest deviation off the centerline. As you push forward, another effect takes hold—gyroscopic precession. A forward push, in aircraft whose propellers rotate clockwise as seen from the cockpit, results in a left yaw. This effect can be felt very strongly during the takeoff roll, so you must be ready to counteract the yaw with plenty of right rudder.

There are two types of landings that you will be exposed to. If I was to go into extreme detail here, I could give you enough information to fill up another entire article. But basically the three-point landing consists of a full-stall landing where ideally all three wheels contact the ground at the same time. Accidentally landing tailwheel-first shouldn't hurt anything, unlike a nosewheel-first landing. The second type of landing, the wheel landing, is liable to feel the most unnatural. This is not a full-stall landing. The aircraft will be flown onto the runway faster than stall speed in a level attitude. The main wheels contact the ground first, then the pilot pushes the stick forward to hold the main wheels on the ground, and to keep the tailwheel up. The tailwheel is usually held off of the ground as long as possible.

Poplar Grove offers both grass and paved runways on which to train. Grass makes things a whole lot easier when you're starting out because it tends to be much more forgiving to land on than concrete. But you will want to get some experience on the pavement too. The pavement tends to bring out small errors that you make which are virtually undetectable on grass. This will make you a much more precise pilot.

This article doesn't cover absolutely everything that you will learn during the course of your training. But hopefully it will give you a good idea of what you have to look forward to if you decide to get a tailwheel endorsement. If you would like more information, you may call the flight office at the Poplar Grove airport at (815) 544-3471, or you can reach me at [invtrdflite@hotmail.com](mailto:invtrdflite@hotmail.com), or (815) 529-5486 for information on both Poplar Grove airport and Morris Airport (Blue Sky Aero) tailwheel programs.

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## *On the lighter side . . .*

A DC-10 had come in a little hot and thus had an exceedingly long roll out after touching down.

San Jose Tower Noted: "American 751, make a hard right turn at the end of the runway, if you are able. If you are not able, take the Guadeloupe exit off Highway 101, make a right at the lights and return to the airport."



Photo by Steve Langdon

## Member Profile

### George York

The commition of aviation started for me in 1966 while in the United States Army. Stationed in Norfolk VA, I started flying with the base flying club, The Caviler flyers. Oh, for those rates. The airplane and instructor cost a whopping fifteen dollars per hour.

I managed to get in 40 hours of flight time and had been signed off to take the practical test. But alas, as the military is prone to do, they got in the way. It was their feeling that my presence was urgently needed in Vietnam.

The second chapter in my aviation saga opens almost thirty years later - Christmas 1993. It seems I had spent a great deal of time during the intervening years telling my wife and children about the wonders of flight. My daughter Tracy finally had enough of the talk and gave me a flight lesson for Christmas. About a year and a half later, in 1995, I passed the required exams and became a private pilot.

In 2000 I took the next big leap and purchased a 1965 Cessna 172F. It is a great old airplane. The only problem is that it is painted stealth blue. And the air force thought they got there first, HA.

Being a glutton for punishment, I learned of an Ercoupe in a barn not far from my farm that was being sold by the widow of its owner. I was soon the proud owner of two airplanes. The trouble with the 'coupe was it hadn't flown in many years. I spent considerable time going over the plane over the course of several days. I did runups, I did taxi tests, all seemed fine. One fine day I decide it's now or never. Take off was fine. It handled well. In fact all went very nicely until I was on final at the strip on my farm. The engine hesitated, coughed and sputtered. I managed to keep it going and got the plane on the ground, at which time it quit and I could not get it going again. It turned out the mags were bad. Several tests revealed that the longest the plane would run was about fifteen to twenty minutes. The flight home that day was about fifteen minutes..... damn!

That Ercoupe was not destined to live long. A couple of years after that eventful day coming home, the Ercoupe met its demise on that same approach to the farm strip. The pilot to remain unnamed got a little low after dark and snagged the corn at the end of the strip. The plane was totaled, the pilot unhurt.

I mentioned I was a glutton. Well Ercoupe II is doing fine and we no longer practice night landings at York Irrational Aerodrome.

My strip is located about a mile south and a mile east of Sharon WI. Stop in and say hi if you are in the neighborhood.

# For Your Information!

by Frank Herdzina

## Dues Notice

EAA Chapter 1414's first Year is just about behind us. We would like to thank all Chapter Members for their support and contributions and hope that you enjoyed your membership well enough that you want to renew it for another year (or more).

To renew your membership, please bring the money with you to the next chapter meeting, which will be held in the maintenance hangar on February 14<sup>th</sup> or send it to:

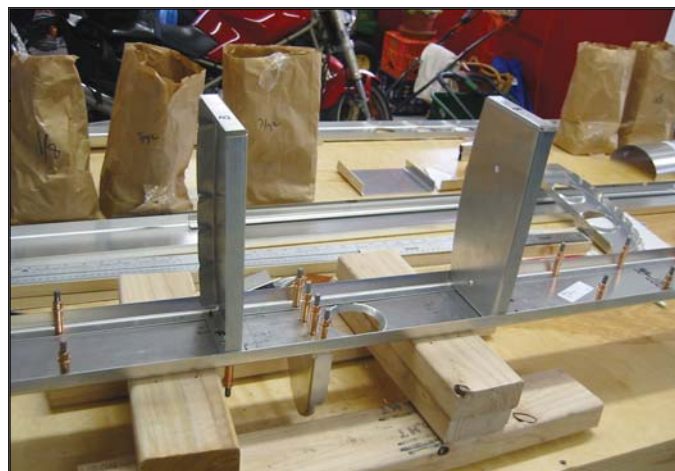
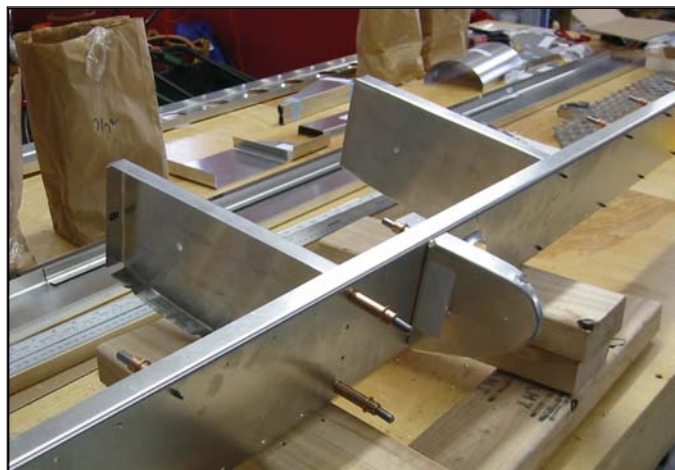
EAA CHAPTER 1414  
PO BOX 399  
POPLAR GROVE IL. 61065.



# Next Steps

by David W. Peterson

Susan and I are building a Zenith CH-701. We are having a great time. The rudder is done. As the pictures show, we are now working on the front spar for the horizontal stabilizer.



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## LEATHER JACKET RAFFLE

Chapter 1414 is having a raffle for a leather flight jacket. This jacket was donated by EAA Headquarters as a fund raiser for us. The jacket has some very nice detail on the backside "VISION OF EAGLES." The cost is \$5.00 per chance. Since better than half of the squares have been sold, I would expect that this jacket will be raffled off during the February meeting. Support your chapter and buy a chance.

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## Answer to last month's Quiz!

Do you know the meaning of the acronym MALSR?

- A) Military Aviation Long-Range Surveillance Radar
- B) Maximum Altitude Long Sweep Radar
- C) Medium Intensity Approach Light System with Runway alignment indicator lights

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## It's QuizTime!

Do you know the meaning of V<sub>TOSS</sub>?

- 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.

The materials supplied are first rate and the instructions provided are clear, even for novices. Other than this, we don't have much to say at this point and time. We were very impressed by the workshop method that Zenith offers whereby one travels to the factory and builds a rudder. In our earlier presentation we told of our experience and we brought along our proof of the concept, the rudder. The completed rudder speaks volumes, given that Sue and I had never built anything before.

I rate Zenith Aircraft A Plus for their attention to their customers' needs.

We are measuring several times and then drilling and attaching clecos. Who invented the cleco, anyway? A genius for sure.



## What are you missing on preflight?

### Can you name six reasons for performing a thorough preflight inspection?

- It is required by law.
- To prevent damage to other people and their property.
- To prevent injury to aircraft occupants.
- To prevent damage to aircraft.
- To keep your license.
- To prevent extreme embarrassment!

Below is a record obtained from NTSB files. The first officer of a Beech 99 operating out of St. Louis International failed to properly perform a thorough preflight inspection of his aircraft. As a result of this pilot's inadequate preflight inspection, a court ordered the pilot to physically surrender his certificate for a period of fifteen days.

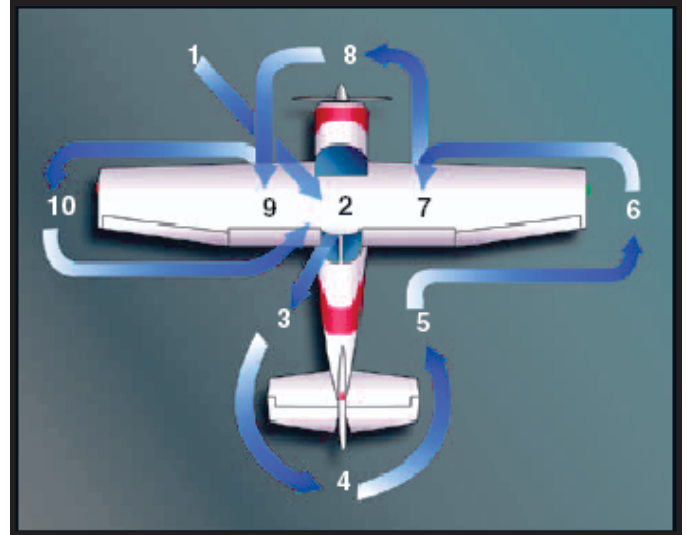
If a passenger had not noticed the fuel cap rolling on the pavement and fuel streaming onto the ground, this seemingly small infraction could have caused a spectacular accident with many lives lost. The first officer failed to check the security of his aircraft's fuel caps after a routine refueling operation between stops. After the engines were shut down and the fuel cap replaced, the commuter aircraft continued onto the destination without any more problems. This little incident occurred thirteen years ago; I am still embarrassed for the pilot. I am certain that every passenger had more than full confidence in the pilot's abilities after this small infraction.

What does this NTSB report have to do with experimental aircraft? Everything. Perform a proper and thorough preflight inspection prior to every flight. Even if a quick stopover is made to refuel, be sure to check the security of those fuel caps. Line boys have been known to make mistakes.

### *Some Specific Preflight Items to Address:*

- Perform at least the minimum. Reread 14 CFR part 91.103 entitled "Preflight Action." This is pretty much an all encompassing regulation. "Each pilot in command shall, before beginning a flight, become familiar with all available information concerning that flight."
- Check for nicks in the prop. Use your fingernail on the leading edge. Look for gouges in the blade face. (portion of the prop which faces the pilot while he/she is seated).

- Check fuel cap security.
- Check oil quantity.
- Check fuel quantity. Remember the minimums as stated in the regs?
- Check tire pressure.
- Check for buckling of the skin and for proper external condition of the aircraft.
- Check for security and proper operation of the flight controls.
- Ensure pitot and static ports are open and that the aircraft's instruments seem to be operating correctly during taxi. Perform a quick taxi check if gyros are installed in your aircraft.
- Prior to takeoff, perform a run up in order to ensure that the engine is developing full power.
- Perform a magneto check prior to takeoff. Mentally note the rpm drop.
- \*\*\*Note: this is definitely not an all encompassing list.



This illustration shows a standard flow-chart for a "Walk-Around inspection"!

### References:

- NTSB Report: [http://www.nts.gov/O\\_n\\_O/docs/AVIATION/4177.PDF](http://www.nts.gov/O_n_O/docs/AVIATION/4177.PDF)
- 14 CFR 91.103
- Picture compliments of the Airplane Flying Handbook (faa.gov)
- Questions, Comments? [nickhelsper@letu.edu](mailto:nickhelsper@letu.edu)

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

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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.

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### *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.

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**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.

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**For rent:** New 2 bdr, 2 bath condo 3 miles north of C77. 2 car garage, wash & dry. \$825.00 plus utilities. For info call Dean May at 815-337-5845.

### *Events Calendar - 2006*

Feb.	14,	Chapter 1414 General Meeting	7:00 PM	Poplar Grove AP Maintenance Hangar
Feb.	18,	Chapter 1414 Board Meeting	8:00 AM	Frank Herdzina's "North Hangar"
March	14,	Chapter 1414 General Meeting	7:00 PM	Poplar Grove AP Maintenance Hangar
March	18,	Chapter 1414 Board Meeting	8:00 AM	Frank Herdzina's "North Hangar"

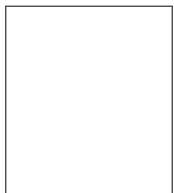
# Premeeting Checklist

- \_\_\_ • 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.

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