



The Leader In Recreational Aviation

Chapter 1414

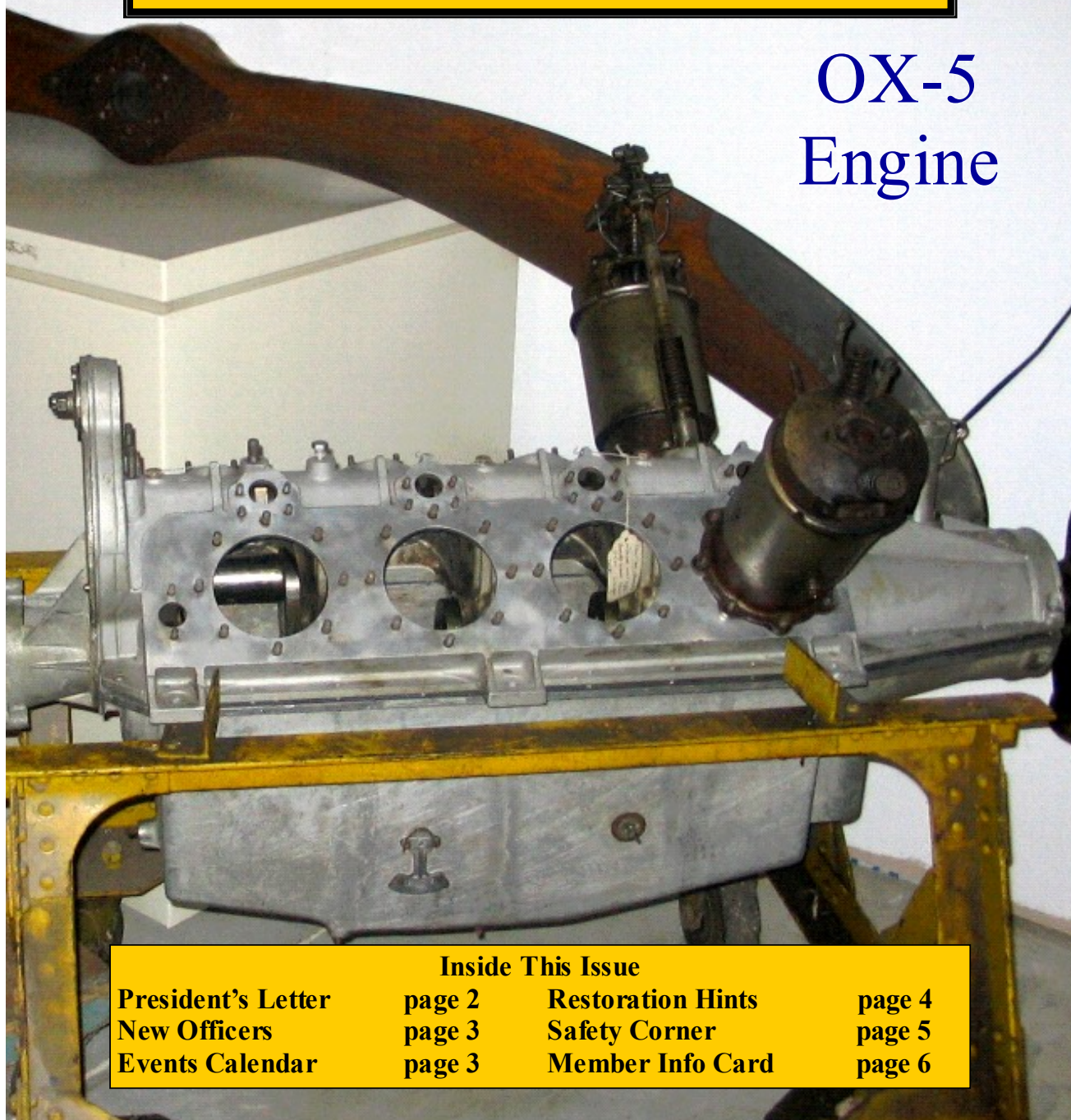
Vol. 2, No. 8, October 2006



The Leader In Recreational Aviation

LEADING EDGE

OX-5 Engine



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**Mission
Statement**
**Promote,
encourage
and facilitate
an environment
that fosters
safety and
high standards
in the design,
construction,
restoration and
operation of all
types of recreational
aircraft
as well as nurture
camaraderie
and friendship
amongst all
members!**

PRESIDENT'S LETTER *by Steve Langdon*



THANK YOU TOM AND CAROL!

The first order of business in this, my first letter to the membership as President, is to thank Tom Barnes and Carol Von Bosse for their efforts as President and Secretary this past year. Tom did a wonderful job getting Chapter 1414 on its feet. Carol did yeomen work as Secretary. The Chapter's success is due in large part to their efforts. We look forward to their continued involvement in the Chapters operation and events.

Officers Visit National

To prepare the new officers for the task at hand, i.e. taking the Chapter to the "next level", Lee Hillbert, Frank Herdzina, Bernie Mclean and I met with the various people at EAA national head quarters in Oshkosh on Thursday the 28th of September. We met with Brenda Anderson, Chapter Administrator, Tammy Thomas, Insurance Administrator, and Eric Von, Manager Planned Giving.

Brenda gave us a very good overview of the task we face in effectively moving the Chapter forward. She shared with us resources such as a list of program ideas compiled by EAA Chapter 1281. Brenda also gave us a list of resource papers that cover a very wide range of topics such as, Working With the Media, A Primer on Chapter Hangars, Chapter Fly-In Guidelines, etc. These should be helpful and allow us to avoid re-inventing the wheel in many instances.

Tammy Thomas (no, no relation) clarified many insurance questions we had and alerted us to some potential pitfalls. We will be going over these in the very near future and alerting the membership to those requirements which are necessary to keep us safe from any potential liability while participating in Chapter functions and events. Tammy also alerted us of the need to be aware of potential insurance issues associated with any "non-standard" Chapter activities. These "non-standard" events are primarily air show type activities and we'll need to contact Tammy Thomas for guidance as far in advance as possible should we have any question that our event is properly covered.

Eric Von reminded us that In order to maintain our 501(c)3 status with the I.R.S. we need to diligently stress the educational purposes of our Chapter. Eric will be in Poplar Grove November 3rd to discuss fund raising in more detail with us.

Long Term Planning, Goals and Objectives

The Chapter is well positioned to take the next step, to go to the "next level". To accomplish this I feel it is imperative that we develop long term goals and objectives, a strategic plan, that will guide the current and future leaders as well as the membership as we build on the successes enjoyed to date.

To this end we will be developing a survey that will be sent to the membership. This survey will ask you to help us develop this long term strategic plan by letting us know in some detail what you expect Chapter 1414 to provide you in the way of activities, education, events, etc. I am developing a group of standing committees which will be responsible for fully developing the Chapters efforts in a specific area. The first to be announced and chaired is the Education Committee chaired by Dean May. Thank you Dean.

We have a very diverse group of people in our chapter and as such the activities should be structured to provide a better balance based on interest and thereby accommodate the desires of more members. A very important piece of this effort will be to develop programs and activities that will attract younger members.

Finally we need to remember our Chapter is only as vital and strong as the people who make it up. **EAA is about participation: Be a member! Be a volunteer!**

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 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.

EAA Chapter 1414 Elects New Officers

President



Steve Langdon

Vice-President



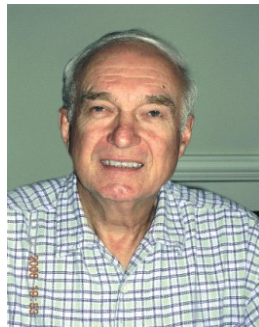
Lee Hilbert

Secretary



Frank Herdzina

Treasurer



Bernie McLean

September Speaker



Jeannie Hill enthusiastically introduces the speaker, her husband, Dick Hill.



Dick shares his expertise on the operation and development of the OX-5 engine.



Frank presents Dick with the chapter thank you gift.

Events Calendar - 2006

- October 10** Chapter 1414 Board of Director's Meeting, Poplar Grove AP Maintenance Hangar, 5:45PM
All members are welcome.
- October 10** Chapter 1414 Monthly Meeting, Poplar Grove AP Maintenance Hangar, 7-9PM
- October 15** Chapter 1414 **Pancake Breakfast**, Frank Herdzina's **Bird** Hangar
- Oct. 26 - 29** COPPERSTATE Regional EAA Fly-in, Casa Grande Municipal Airport AZ
- Nov. 4 & 5** EAA 129 Bob Nuckolls Seminar, Bloomington/Normal IL
- November 14** Chapter 1414 Board of Director's Meeting, Poplar Grove AP Maintenance Hangar, 5:45PM
All members are welcome.
- November 14** Chapter 1414 Monthly Meeting, Poplar Grove AP Maintenance Hangar, 7-9PM
- January 20** USO Holiday Dance, Ken Kresmery's Hangar, 7PM

RESTORATION HINTS

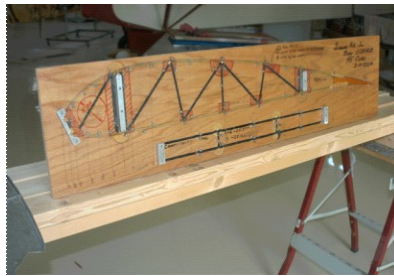


Frank Herdzina

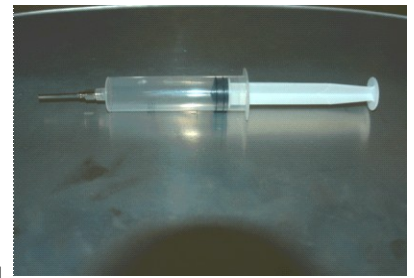
Prior to building new ribs for my restoration project I had done some research on various glues. Since the T-88 two part Epoxy glue was highly recommended by almost everyone, my research came to a rather quick stop. Several people were quick to point out that T-88 had a tendency to fill voids and bridge gaps, sometimes gluing the rib to the jig. Excess glue had the tendency to drip or run down unnoticed. Having settled on the T-88 Epoxy glue I needed to correct the problem of gluing the new rib to the jig. Starting with a piece of furniture grade veneer faced high density particle board. Approximately 1ft. X 7ft. will handle the upper wing, I chose the oak veneer face for our jig.

The oak skin gives a nice clean smooth surface to lay out all the coordinates to construct the wing profile. Lay in the spar positions and finally complete the layout by showing each stick in the rib along with all the gussets and etc. To assist in the fabrication of the ribs I found that if I color highlighted all the rib sticks one color and the gussets a second color, it aided in the fabrication and quality control. While you are at it the rib jig should have all the information marked on it as to the cord length, wing profile, air plane, and etc. Now it's time to give this rib jig several good coats of Epoxy varnish, these jigs make good wall hangers and conversation piece upon completion of your project. After the varnish has aged for a couple of days it's time to correct our problem of gluing the rib to the jig. At the intersection of each glue joint we will remove some material off the face of the jig by spot facing the jig approx. 1/16 deep with a Forstner bit approximately inch and one half inch diameter. Normally we would use small blocks of spruce to locate all the elements of the rib, since these blocks cover too much area we are going to use 1/4 diameter steel dowel pins. Another major reduction in surface contact less chance of gluing the rib to the jig. The steel dowels actually do a better job of positioning the rib material as it is formed in to a curve.

Finally, I would suggest that the spar inserts be made of aluminum bar stock. Aluminum can be obtained in thickness equal to most rib thickness. Finally shape the insert to be the same as the spars themselves, add a 1/4 chamfer to each corner of this spar insert and drill two 1/4 diameter holes on each end for dowel pins at assembly.



on the joint contact surface not on the rib jig. On your next trip to the grocery store purchase an injector pump used to add a marinade solution inside a turkey.



Shorten the needle and eliminate the side exit ports. Remove the plunger and add equal parts of epoxy and hardener. Mix the contents in the tube to a uniform color, tip the tube to expose the inside of the needle area. Slowly insert the plunger and tip needle up pushing the plunger forward expelling trapped air. Cleaning is best accomplished by washing all contaminated parts in Lacquer Thinner and final wash in hot soapy water.

The Life and Times of Albert The Alligator

Now living in the ponds of Poplar Grove Air Park. Look but do not feed!

Albert and Airventure 2006 - Part I

By Ken Kresmery

Albert is smarter than he looks. When he heard about **Airventure**, he acted like **Ron Liebmann**, banging his tail until he got his way. **Bobbi** agreed that it was just like at home. We are thankful that **Steve Langdon**, a member of Chapter 1414, learned to speak and understand Gatoreze.

Many years ago, **Steve** was drinking heavily, owned money to everyone and was not working. His saintly wife **Jan** said to hit the road and do not come back until you see the light and turn a new page. Hopping a freight train he headed south. In the box car he met two other outcasts, **Dip Davis** and **Buck Hilbert**, also thrown out of their happy homes. They got off the train in North Georgia. **Dip** and **Buck** had a bottle of cheap wine and went off never to be seen again. **Steve** had an ad for **The Institute for Well Being** to call for help, given to him by his last and only friend, **Clyde Ericson**. He called and was told to meet the rep on 14th Street. He did and signed up for a 12-week course for one dollar a day. The next day he was picked up by a canoe rowed by **Terry Boldger**. Fourteen hours later they came to the institute. To his surprise the leader was a **Voodoo Queen** who looked a lot like **Abbie Fridell**. Her assistant was a young **Vivian Kelly**. When the course ended, he came home.

There, thanks to **Steve**, Albert was talked into going to Oshkosh, and plans were made. It will be a first alligator fly-in.

Look out Oshkosh!



Next month: What happens at Airventure -- Don't miss it!

Buy, Sell, Trade, Give Away, or Participate!

Classified ads may be submitted by any member free of charge.

If you have an item to throw away, don't! List it here.

Remember one man's trash is another's treasure.

If anyone needs some help, list it here.

Adds will run for three months unless cancelled or renewed.

Want to buy used golf cart.

Do you have an old golf cart in good condition?
We are moving to Bel-Air Estates and need one to get us
started. Call Dean at (815)861-3481 or Glenda at
(815)404-4372.

****CHAPTER 1414 PANCAKE BREAKFAST**** SUNDAY, OCTOBER 15TH

Mark Sunday, October 15th on your calendar and come join us for another great pancake breakfast in Frank Herdzina's Bird Hangar, across from the museum. Farm fresh eggs, sausage, orange juice, coffee and milk will be included and served along with some of the best pancakes you've ever eaten. The location is the same as last time, Frank Herdzina's Bird Hangar. The price will also be the same, \$6.00 for adults, half price for kids five to ten and kids under five eat free. Anyone interested in volunteering for set up/tear down and/or during the event please contact Jeannie Hill at (815) 943-7205 or by cell at (815) 245-4464. Volunteers are much needed and greatly appreciated, especially prior to the breakfast. When we pick up the grills and transport them to the airport, we need a couple of willing folks with strong backs for an hour or so. Set up will be done a few days prior to the event, so if you're able to help with the set up, let Jeannie know when you you'll be available as soon as possible. These breakfasts are always very enjoyable and are super family events. So bring the kids and enjoy the morning with us. Whether you fly in, drive in or walk in, join us for the food, fun and friendship.

See you there!

Young Eagles

A big thank you to the pilots who flew Young Eagles on Saturday, September 16th at Poplar Grove Airport: Dean May, Chuck Jansen, Dave Boxall, Steve Langdon and Scott Ross. A special thanks to Ken Kresmery for loaning us his airplane for the flights. Also, a thank you for the ground support team: Larry Fisher for ground ops, John McDougal, Youth Exploring Aviation students Garrett Amundson and Jeremy Leonard- loaders; and Linda McDougal and Joanne Blunt for registration and Nick Scheuer for a museum tour. A total of 71 students took part at the Wings & Wheels Museum campus on a very fine (and windy) day. Thank you all.
Dennis Blunt, Young Eagles Co-coordinator

SAFETY CORNER by Dean May



“Flying an airplane is just as safe
as driving a car!”

I'm sure you've heard this statement, or even said it yourself to a reluctant passenger. Well, I would like to present the argument that the statement is not true, in fact, flying an airplane is much more dangerous than driving a car. While instructing at the University of North Dakota, I would always present the following example to my students to illustrate my argument:

Some fraternity brothers are sitting around on a Saturday in January when one of them suggests that they head down to Minneapolis for the Sioux vs. Gophers hockey game that night. So, four guys throw all their equipment into a car and hit the road while four others throw all their equipment into a C-172 and jump into the air. Now, what do you think the chances of both groups of students arriving at Minneapolis safely?

Let's just look at some of the problems that might be encountered. First, if it will fit into a car, it is probably OK, but can the same be said about an airplane? Just because it will fit doesn't mean that the airplane can fly safely. Second, what about gas for the trip? In a car, does it matter how much gas is in the tank when a person starts the trip? Even if the fuel gauge shows “E”, there will probably be a gas station just a few miles ahead. But in an airplane, the only viable gas stations are all located at airports, and they are almost never on your flight path, and there just aren't that many on our flight path. Also, the consequences of running out of gas in a car and in an airplane are quite different. Another problem that might plague our travelers is the weather. A little snow and fog might cause the trip to be a little longer while driving a car, but might end up being disastrous in an airplane.

I hope you see by this example that driving a car and flying an airplane are completely different animals. A person can not just jump into an airplane and fly away like one can in a car. A prudent pilot will manage the additional risk by careful preflight planning before every flight, which might just include the decision not to fly on that day. Yes, we can make the statement, “Flying an airplane is just as safe as driving a car” but it takes work!

Visit the 1414 website, if you haven't already. Chapter member Scott Ross is doing a great job as webmaster. It's full of information that you will find very helpful. The web address is www.eaa1414.org.

Photos in this issue were furnished by Frank Herdzina, Dean May and Alex Von Bosse.

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 the 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. Please submit anything you have written or would like to write something or have pictures that you believe would be of interest to the chapter membership. The preferred method for the editor to receive articles is by e-mail to: gmay6@owc.net 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.

We are compiling a membership directory and we need your info. Please fill out the form below and send it to the following address or bring it to the next meeting.

**EAA Chapter 1414
5151 Orth Road, Box 14
Poplar Grove, IL 61065**

1414 Member Information Card

Name (last, first) _____

Spouse: _____

Address: _____

Home Phone: _____ Work Phone: _____

E-mail: _____

Military: Highest Rank: _____ Branch of Service: _____ Specialty: _____

Aviation Interest:

Pilot Rating (past or current): _____

Type of Airplane(s) I own: _____

Type of Airplane(s) under construction: _____

Type of Airplane(s) I have an interest in: _____

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

Would like to see more: ☐ Social Functions ☐ Ground School

☐ Outside reps from aviation tech. dealers Other: _____

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