



The Leader in Recreational Aviation

Chapter 1414

Vol. 2, No. 5, Au-



The Leader in Recreational Aviation

August 2006

LEADING EDGE

*1414 newsletter
First Place !!*



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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 MESSAGE



Tom Barnes

We thank last month's speakers Lee Onley and Jerry Temple of the Citizens Emergency Response Team for their informative presentation on how one can become prepared and get involved during times of natural and man made emergencies. Also our thanks to feature speaker, Jim Hanson Sr. for sharing his account and personal experiences at Pearl Harbor, on "the December 7th". Following the war stories, we were given a tour of Jim's RV-7 project at his nearby hangar. As I recall, Jim received his kit this past February and now has the engine installed and is working on the panel.

The feature speaker, rescheduled to this month will be Dick Hill, speaking on the OX-5 aircraft engine. The (Frank Herdzina) BIRD HANGER (east of the museum) will be the meeting place with a complete layout of a water-cooled V-8 OX-5 engine. Come early and check out a hot 90 H.P. engine.

It is time to elect new officers for Chapter 1414. The nominating committee has met and selected a new slate of officers. We will be voting on these at our September 12 meeting. On page 4 of this newsletter there is also a ballot of this year's nominees. This can be clipped and mailed to the chapter by September 30.

Chapter 1414 would like to thank the people who have volunteered to serve as our new officers and to the nominating committee for lining up a fine slate of officers for us. We would also like to say a great big thank you to our outgoing officers who led us so well these last couple of years.

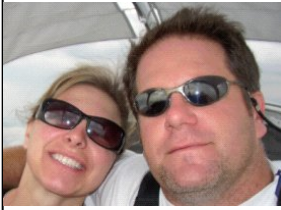
On the home front – I am packing for a fishing trip over the Labor Day weekend and will hopefully return with some great stories.

See you soon,

Tom

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.

Our Trip West *By: Lee & Corinn Hilbert*



For quite some time, we wanted to visit family out West in Montana and Wyoming. So with the help of gracious friends, careful planning, hospitable family, fairly good weather, and a lot of beautiful flying it finally happened.

As we began to consider this trip back in June, we questioned what would be the best way to travel. If we drove, most of our time would be spent on the road. If we flew commercially, our sight-seeing and visiting would be limited. The best option was to fly ourselves, but with what airplane? You've all laughed at how slow our Champ is, not to mention I didn't believe for a minute it would get us over the mountains. So the Champ was out. As I considered other viable planes I asked Frank Herdzina if he would permit us to use his RV-6A for the trip. We were very excited when Frank gave us permission. However, there was work to be done. First, the RV needed an annual. So I helped Frank complete the inspection, which was very simple and trouble-free since Frank did such a superb job building the airplane.

Before taking it on such an extensive journey, I needed to experience the RV. This began with a check out. It was difficult to find a CFI with RV experience that was available or agreeable to sign me off, and time was getting tight. Having flown with Steve Kowall previously, I knew and respected his flying and decided to call him. Lucky for me he had RV time. Steve agreed to fly with me and taught me the do's, don'ts and what-for's behind all those gages, radios, and lights. Compared to the old clunkers I'm used to, with all these tools, there be plenty to play with on this long cross-country flight. I found the RV truly an enjoyable airplane to fly and not difficult to transition into.

Planning the trip was very time-consuming mainly because I used the antiquated method to determine our flight plan rather than use a computer. I wanted to plan various food and potty stops along the way, and, most of all, things Corinn would enjoy. First, I laid out our trip on a U.S. map. I then cross-referenced our flight line with the applicable sectionals planning for necessary stops. Once I identified the range, typically 2- hours apart, I used the AOPA directory to determine which airports to use based on the food, fuel, and frills that were offered. I called each stop to confirm the available amenities and to discuss any sites worth seeing.

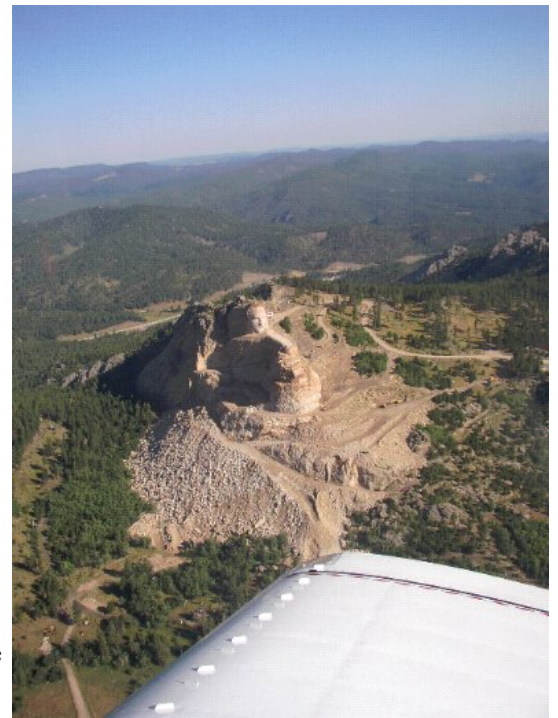
Here is how the trip laid out. We left Poplar Grove on Tuesday the 1st at 6:00am hoping to make it to Sioux Falls, SD. Unfortunately, due to a little head wind and the need for food and a potty break, we ended up stopping in Mason City, IA for breakfast and fuel. FYI, if you like to people watch, Mason City is also a Bus Stop with interesting patrons. After leaving Mason City, we flew into some rain but it didn't stop us from getting to our next fuel stop, which was Chamberlain, SD. FYI, unless you are in dire need of fuel or a toilet, there's absolutely nothing in Chamberlain worth stopping for.

Here's where the trip started to be fun. After Chamberlain, we flew through the Bad Lands, which were amazing. We couldn't help but think of how the pioneers made this trip on foot. We ended our first day of flight at Custer, SD about 11:00 a.m. MT. This was exciting because it was my first time at an airport over a mile high. As a matter of fact, I've never even reached that altitude in the Champ. Does these mean we are finally members of the mile-high club?

Custer is where we planned our overnight stay since Don and Maureen Alesi (veterans of the same mile-high club) highly recommended the sites. Because we had such an early start that morning and a cold front settled in, we decided to forgo afternoon sight-seeing and have lunch, buy warm clothes, take a nap, and swim in the hotel pool. While waiting for our rental car we spent time with the mechanic who maintains the fire-fighting helicopter. He explained how severe the drought has been throughout the western states, which has caused everybody to be on high alert. That evening we ate the "worlds best prime rib dinner" (a little stretched) and went to see the lighting ceremony of Mount Rushmore. What an inspirational event! I would recommend this to anyone. FYI, Don and Maureen were right, there is much to see in Custer and we could have easily stayed longer. However, first thing in the morning we were on our way to Montana.

We departed about 7 a.m. on Wednesday the 2nd for Round Up, MT, about 50 miles north of Billings. En route, we flew around the Crazy Horse monument (still in progress) and circled Devil's Tower (remember Close Encounters of the 3rd Kind). This also took us across some of the devastation from brush and forest fires we heard about. Arriving in Round Up about 9:30 a.m. MT, we were met by Corinn's cousins, who provided some of the best hospitality you could ever hope for.

Thursday the 3rd we drove to heights the Champ has never flown. The excursion up Bear's Tooth Pass took us to an elevation of 10,947 ft. msl, and we were simply awestruck by the landscape throughout this mountain range. On Friday the 4th hopping plane rides with the family was fun, and that evening we watched their local baseball team win an unbelievable turnaround game underneath a gorgeous Montana big sky (rainbow included). We experienced a very solemn day Saturday walking through the battlegrounds of Little Bighorn. A place in history everyone should visit. Then Sunday afternoon about 4:00 p.m. we took off for Rock Springs, WY. During this flight, the mountains and the beautiful landscape humbled us.



Crossing high country was another first for me. The route took us over the Rockies through a 9,500 ft pass. It was intimidating to see terrain towering over us on both sides. At one point, our altitude was 13,000 ft. We landed at Rock Springs (elevation 6,760 ft), which is considered high dessert. Met by more of Corinn's cousins, we were treated to the best steak dinner we've had in a very long time. Western, free-range beef is far superior. The next morning we spent time with Ebony, a one-month old colt who is now, Corinn's self appointed God Child, and two beautiful mares. It sure was difficult to separate Corinn from that colt. In-fact I'm sure we'll be going back just to see her God Child. That afternoon we drove to Flaming Gorge, where the Green River is damned. What a great place to boat, white water raft, kayak, camp, fish, hike, and see gorgeous rock forms veined in red.

Departing Rock Springs on Tuesday the 8th, we headed home with a density altitude of 9,000 ft. The RV had no problem. We fueled up in Scotts Bluff NE and then onto North Platte NE where we lost VFR conditions. We waited for what we thought was a break but ended up doing a 180. Upon our return, we had lunch and held out for better visibility. After an hour or so, we took off with VFR minimums and finding a hole, we were able to fly on-top. We had planned to overnight in Omaha and take in the zoo, however, we decided to forge ahead



afraid of getting trapped by this front.

As we approached Omaha, flight service informed us that there was no reasonable end to the front. We aborted VFR on-top and continued below the clouds. Once beneath the front, the ceiling eventually closed in on us and forced us down at Morning Star, a small airport with a grass strip north of Des Moines. FYI, seemed to be a good spot for the oldies but goodies.

Bought some fuel (cheapest yet) and were told a larger airport with amenities was just three miles to the North East. Off we fly to Ankeny where we spent the night. Next morning, there was marginal VFR, but it was improving. Once we took off, we flew between layers until just before the Mississippi River. There we came down underneath the front to land at Poplar Grove about 10 a.m. CST.

All in all, we had a great trip, experienced pleasurable flying, and are anxious to do it again. We appreciate all of you who supported us with a very nice plane. Without it we could not have made the trip..

Thanks,
Lee & Corinn

For those of you who would like to know the benefit of a RV-6A, and those that are anal-retentive, the trip stats are below.

RV-6A

2496sm flown
Trued out at about 165 mph
17.5hrs of flying
Avg. of 142mph over the whole trip
157 gal 100LL
Average burn of 8.9gph
\$653.07 of 100LL
Average of \$4.16 per gal 100LL
\$37.02 per hour for fuel
\$0.26 cents per mile fuel burn
15.9mpg
\$0.13 per mile per seat

7AC Champ

2496sm flown
Trued at 85mph
38.4hrs of flying
Avg. trip speed 65mph
153 gal avgas
4gph
\$638.98 of avgas
\$4.16ppg
\$16.64 per hour for fuel
\$0.25 cent per mile burn
16.3mpg
\$0.125 per mile seat

Tovota Highlander

3000sm plus
Trued at 75mph
60hrs of driving
Avg. trip speed 50mph
120 gal of regular gas
25mpg
\$370.08 of regular gas
\$3.09ppg
\$6.17 per hour of gas
\$0.12 cents per mile
25mpg
\$0.03 per mile seat

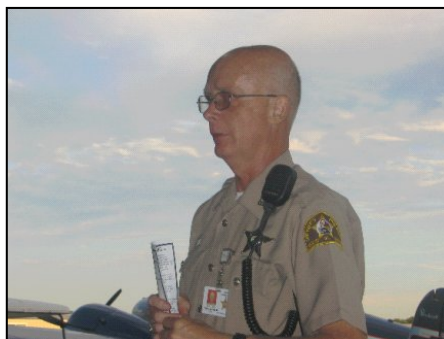
Chapter 1414 Election Ballot

Check to vote for nominees or write-in a person of your own choice.

Offices	Nominees	Write-ins
<input type="checkbox"/> President	Steve Langdon	_____
<input type="checkbox"/> Vice President	Lee Hilbert	_____
<input type="checkbox"/> Secretary	Frank Herdzina	_____
<input type="checkbox"/> Treasurer	Bernie McLean	_____

Mail this ballot to Chapter 1414 by September 30, 2006.

Speaker's Corner— August Meeting Photos



Officer Jerry Temple explains Volunteers in Policing, while Deputy Lee Onley speaks on CERT.



Jim Hanson, Sr. shares his Pearl Harbor experiences and updates on us his RV-7 project.



Abby thanks Ron Fry for help at Airventure Forums.



Frank congratulates Alex for Best Newsletter Award.

Events Calendar - 2006

- September 12** Chapter 1414 Board of Director's Meeting, Frank Herdzina's **Bird** Hangar, 5:45PM
All members are welcome.
- September 12** Chapter 1414 Monthly Meeting, Frank Herdzina's **Bird** Hangar, 7-9PM
- September 16** Introduction to Flight, Poplar Grove Airport
- Sept. 16 & 17** North Central EAA Fly-in, Whiteside County Airport, Rock Fall IL
- September 24** Liflight Annual Fly-over, Briefing at Frank Herdzina's **Bird** Hangar, 10:00AM
- Sept. 30 - Oct. 1** Virginia Regional Fly-in, Dinwiddie County Airport, Petersburg VA
- October 1** Fall Colors Fly-In/Drive-In Lunch, 11 AM to 3 PM, EAA22 Hangar, Cottonwood Airport
- 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



Carbon Monoxide Poisoning

It could happen to you!!

It happened to me on a flight lesson in the middle of winter in North Dakota. About halfway into the lesson, I started to feel a tingling in my fingertips and a slight headache. I asked my student if he felt anything strange, and he stated that he did feel a little funny. He wasn't sure, though, if these were these actual symptoms, or symptoms that he imagined because I had asked. We decided to error on the side of safety, abort the flight and return to land. Keep in mind that it was the middle of winter in North Dakota, but we still shut off the heater and opened the windows. Let me tell you, it got VERY cold in the airplane before we landed. The walk from the airplane to operations was quite an experience. I had to consciously tell my feet to move, as my body just wasn't working right. It wasn't until the next day that I started to feel normal again.

Carbon Monoxide (CO) results from the incomplete combustion of fuel. All airplane engines produce copious amounts of **CO**, which normally is harmlessly vented out the exhaust pipe. However, most airplanes supply cabin heat by passing air over the exhaust manifold and then into the cabin. Any leak in the system and **CO** is pumped directly into the cabin. Also, as what happened in my case, an exhaust manifold gasket can burn through and dump **CO** into the engine compartment, which then finds its way into the cabin. In either case, the results could be deadly.

So just what is **Carbon Monoxide** Poisoning? **Oxygen molecules**, which are normally carried by hemoglobin cells to the body tissues, is replaced by **CO** molecules. Hemoglobin cells have a higher affinity for **CO** than **O₂** and if given the choice, they will combine with **CO** molecules instead of the **O₂** molecules. The **CO** molecules are then transported to the body tissues and is rejected. The **CO** molecules are returned to the lungs, where the hemoglobin cells again have to make a choice between **Carbon monoxide** and **Oxygen**. Over time, more and more hemoglobin cells latch onto **CO** molecules, resulting in less and less **oxygen** being carried to the body tissues. Without **oxygen**, of course, the body tissues, including the brain, can not function normally. *The end result could very quickly be death.*

Symptoms of **Carbon Monoxide** Poisoning are very similar to hypoxia. In both cases, the body is being starved for **oxygen**. The effects of both hypoxia and **carbon monoxide** poisoning are usually quite difficult to recognize, especially when they occur gradually. Some of the symptoms are headaches, drowsiness, or dizziness, but a person could also experience these same symptoms without the presence of **CO**. The best course of action is to assume the worst and land as soon as possible. If your airplane is heated from the exhaust manifold, turn off the heater, and open all fresh air vents.

Land, as soon as possible!!!

Liflight Annual Fly-Over

Liflight, the annual charity fly-over for children's cancer research, will be taking place on Sunday, September 24th. A briefing will be held in Frank's hangar around 10:00AM. Coffee and donuts will be served. After the briefing the fly over will take place over Interlaken located on the south shore of Lake Como, (next to Lake Geneva). During the fly over, Jeannie will be on the ground announcing each plane and pilot as they pass in review.

The pilots then land at Big Foot Airport outside of Walworth, Wisconsin and they are transported by van to Interlaken to view the hundreds of old cars at the annual Classic Car Rally held there every year. A complimentary lunch will be provided, after which the van will return the pilots to their planes.

It's a really fun event. Once pilots participate, they usually do so every year. If anyone is interested, please contact Jeannie Hill at (815) 943-7205 or at her cell (815) 245-4464. Hope to see you there!

RESTORATION UPDATE by Frank Herdzina



Its that time of the year again. Vacations are coming to an end, the kids are anxious to get back into school, and all those air shows and fly-in's are all closing their hanger doors until next spring. As in life, all good things must come to an end; however, we must always look at the positive side of these changes. Just look at all

the free time you are going to have these next few months. You may even have enough time to get all those honey-do jobs completed before the first fly in of next year. I, for one, will be able to get back into my restoration project with both feet on a full-time basis.



As of this date I have finished all four wings for my Bird for the expectation of laying down the fabric and final painting. Looking back on this part of the restoration, the toughest part had to be the building of the aileron. The spar of this aileron consists of four pieces of spruce forming a box similar to a parallelogram. Upon a closer look you find that opposite sides of this spar are not the same size or shape. In fact, of the four sides only one has a straight edge for its full length. The other sides are either

tapered or have a large curve for its nine-foot length.

The most expensive part of this portion of the restoration had to be the wing tips themselves.



Starting with aluminum tubing, a large radius is formed almost in a "U" shape. Next, one end is now bent to pass through another plane and finally flattened to fit over the leading edge forming a smooth continuous edge. About half way back the tube is now flattened on a taper to match the lines of the wing air flow

The floor boards and cross supports are complete ready for varnish. All the belly formers are complete leaving the side formers and stringers. Over the next couple of weeks I will need to start getting the fuselage ready for powder coating.



The Life and Times of Albert the Alligator

Albert's Early Years

Ken Kresmery

Early Childhood

Albert was born in the Okeechobee swamps of south Florida. We were lucky to have **Dave Stadt** who was also born in the same swamp. When asked how they are related, **Dave's** swamp relatives just say, "We are Stadts." They make no mention of cousins, brothers or sisters. Some look a little strange. They all play the guitar, banjo, or spoons.

Dave was able to find that Albert came from a broken home. Albert's father, "Big Jaw" Gator, was a ladies' man. Big Jaw was seen in many of the ponds chasing ladies. It is also reported that **Jay Fridell** and his sidekick, **Alex Von Bosse** were also in the swamp at this time looking at some swamp queens named Stadt. God only knows why.

Crocodiles vs. Alligators

The bad news is that, as a youngster, Albert was abused



both physically and sexually by the crocodiles in the pond to the south. When I got Albert, he was a mess physically and mentally. It took the help of Professor **Dean May** to bring Albert back to normal. **Dean** had to call in an old friend, Captain **Chuck Downey**, who was undergoing a mental health problem of his own. They shared his meds to save Albert. The jury is still out on Capt. **Downey**.

New Home

When I got Albert he was about 14 inches long. He grew fast with a diet of mice and small rats. It seemed that Albert liked fur. When he got to be about 13 pounds, 15 ounces, we had to switch to kittens. Two or three was all he need per week. The kittens were from people who had put out signs saying , "**Free Kittens** to a Good Home". This lasted until Albert was up to about six kitten per week, when we witched to full-grown cats. Two cats per week did the trick. **Jay and Chris Akely** could always be counted on to get the necessary number of cats for Albert. Things were going fine until Albert got away.

He is now in the ponds at Poplar Grove Airport. Go look, but **DO NOT FEED!!**

FRANK'S HANGER PARTY

August 8



KEN'S HANGER PARTY

August 20

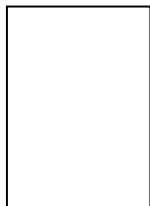


Premeeting Checklist

- ____ • 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.



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