



Vol. 4, No. 1, April, 2008

LEADING EDGE

The End of The Season?

Photo by David Shelton

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EAA Chapter 1414

**5151 Orth Road
Poplar Grove
IL 61065**

Mission Statement

**Promote, encourage
and facilitate an
environment that fosters
safety, education 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 Corner



We have had some great extended ski plane flying weather. See Drew Bone's article for an insider's view. In addition, you won't want to miss the April chapter meeting. Tom Murray will tell us all about Liaison airplanes (known as C-Birds) and their role in wartime history.

Lee

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March Meeting

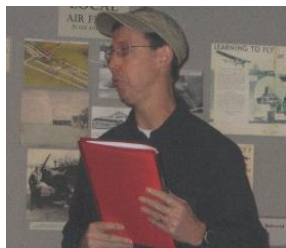


Alex Von Bosse and a Dornier with an unusual paint scheme

On March 14, EAA Chapter 1414 member Alex Von Bosse shared a bit of history and information about Dornier aircraft. He brought a fascinating video commemorating the Fiftieth Anniversary of Dornier. The Dornier is a liaison-type airplane that was used by the Germans in WWII. Alex owns a Dornier DO-27. He plans to return at a later date to tell us more about the company and the airplanes it manufactured.

In other news, Chuck Jensen reported that GNN Engine is working on his engine (see March issue), Jeanie Hill reported that Dick made his UFO solo flight, and Bill Moses will participate in the RAMP Wheelathon. Treasurer Bernie McLean says that there are still membership fees due.

In April, the guest speaker will be Tom Murray. He will do a presentation on Liaison airplanes.



Tom Murray



Piper Cubs, jeeps and other vehicles will be celebrating the accomplishments of our veterans on April 30-May 1. This event will include veteran liaison pilot speakers, as well as flight competitions and aircraft, vehicle and equipment demonstrations and displays. The 34th "Red Bull" Division of the Historic Reenactment Society (HRS) will participate again this year. The purpose of this event is to promote of the preservation, restoration and display of Army Ground Forces combat liaison aircraft and associated vehicles and equipment.

For schedule and information go to the event website:

www.armnywingsandwheels.com

On the Cover: David Shelton sent this photo of a day of ski plane flying. For more about the day, turn to page 6. Photos in this issue are by Drew Bowe, David Shelton, Patricia Cox and Dean May.

Events Calendar

April 8	Chapter 1414 Board of Director's Meeting, Vintage Wings & Wheels Museum , 5151 Orth Road, 5:45PM . All Members are welcome.
April 8	Chapter 1414 Monthly meeting, Vintage Wings & Wheels Museum , 5151 Orth Road, 7PM
April 8 – 13	Sun 'n Fun Fly-in, Linder Regional Airport, Lakeland, FL (LAL)
May 3	YEA Introduction to Flight, Vintage Wings & Wheels Museum
May 30-June 1	Army Wings & Wheels 2008, Vintage Wings & Wheels Museum, Poplar Grove (C77) L-Bird Fly-in and living history re-enactment
May 31	Chapter 1414 Pancake Breakfast, Herdzina's Bird Hangar, 6:30AM-Noon
July 28-Aug 3	EAA AirVenture, Oshkosh, WI (OSH)



The dates have been set for Young Eagles for 2008 at Poplar Grove Airport. They are:

Saturday, May 3, 2008

Saturday, July 12, 2008

Saturday, September 6, 2008.

We will offer a Young Eagle experience in co-operation with Vintage Wings and Wheels Museum **Introduction To Flight**. This is merely an expanded Young Eagles experience as found all over the country.

We start off the day with registration from 8:45-9:00AM, followed by a short class on "Theory of Flight", followed by an engine shop tour at Poplar Grove Airmotive. Pilots will conduct a pre-flight with the kids about 10:15 followed by a short orientation flight around the area. Kids who are waiting to fly can work through a question-answer sheet about things in the museum for a most educational and entertaining morning. New this year will be hamburgers and brats for the public served by the museum.

We need volunteer pilots to fly the young eagles, so please either contact Red Bainbridge at 815-282-5083 or Dennis Blunt at 815-398-4274 to help out. Note that the second Introduction To Flight is being held in conjunction with Family Fly Day on July 12th. A \$5.00 registration fee is asked of each student for May 3rd and September 6th to help defray museum costs.

Contact Dennis Blunt to register children who wish to fly.



Rob Strickland of EAA Chapter 1414 and the Tuskegee Airmen stopped by PGA on Saturday, February 23 to talk with a gathering of museum and chapter members.

Sunset Patrol

... The ragtag army convoy, consisting of GPW jeeps equipped with .50-caliber machine guns, M3 halftracks bristling with an assortment of weapons, Harley WLA motorcycles, and WC-54 ambulance trucks moved slowly toward their objective. Clouds of chocolate-colored dust swirled around the column as the drivers and troops crept forward, watching, worrying, and waiting for any signs of a German ambush. The unit commander knew it was risky moving in the daylight, especially so close to the ever-changing front lines, but his troops were hungry and needed to be re-supplied. There was no other choice but to press on. Suddenly the scene changed as two long, dark shadows flanked either side of the column, seemingly coming out of nowhere as all eyes in the convoy turned skyward. The dark outline of an olive-drab Piper L-4 with black-and-white invasion stripes under its wings and fuselage appeared first as it flew low over the column, zigzagging back and forth in defensive sweeps. An Aeronca L-3 followed close behind the L-4 and joined the aerial parade as it pattered above, low and slow, making wide protective circles over the cheering troops....*

No, this is not the opening scene of a 1940 war movie. It is the opening paragraph of the article written by Jim Busha for **Warbirds** magazine, describing the evening of June 8, 2007 at Poplar Grove Airport. To read it, log on to www.armywingsandwheels.com. To experience it, come to this year's L-Bird Fly-in May 30-June 1. Details also are on the website.

**Excerpt from "Grasshopper Gathering: L-Birds Invade Northern Illinois", Warbirds, February 2008.*

Fresh Tracks

By Drew Bowe

When most people are wishing for spring to start, there are a few of us wishing for one more big snowstorm. This season was the first time I put my 1949 Piper Clipper (Pa-16) on skis. Over the previous two winters I have been fortunate enough to get rides in a few ski planes and have fallen in love with ski flying. I welcomed the realization that I didn't have to put the plane away for its long winter nap. Last year my wife Meghan and I drove to the EAA Ski Plane Fly-in at Pioneer Field and despite the cold we had a great time watching the ski planes come and go. There were a good number of people from Chapter 1414 that either



Drew Bowe



Pa-16 on skis

This past fall we decided to take the plunge and look for a set of skis. In less than two weeks we had our used pair of 1946 Federal 2000s. Christmas had come early! One of the first things I learned was that the ski model (Federal 2000) corresponds to the gross weight the skis are certified to carry (2000 lbs). However, it wasn't as easy as bolting on the skis and heading for the snow. The rigging that came with the skis was old and didn't fit the Clipper. New bungee cords and safety cables were needed to limit the movement of the ski. The old dry-rotten rubber axle inserts in the ski towers would have to be replaced. The attach fittings for

the cables and landing gear fairings needed to be fabricated. Once the plane was rigged and ready, I had a couple more issues. I would need a set of ski dollies to get from the hangar to the snow. Fortunately I was able to borrow a set until mine arrived. Since the airplane is kept in an unheated hangar the engine would require preheating. I was able to make up an inexpensive solution with an electric space heater and some ducting. Even with the above challenges that first flight and flights since were well worth it.

Late January I suited up and hopped in the Clipper for a trip around the pattern. It felt like I had soloed all over again. Later that afternoon Meghan and I made a trip up to Lake Como for a landing on the frozen lake and a hot chocolate at the lakeside Mars Resort. (They also serve a great cheeseburger with a "blop" of Wisconsin Cheddar on top) Considering the temperature reached a high of 15 degrees that day, over two hours of flying is a lot for my first day on skis.



First ski trip in January

Ski flying opens up even more landing possibilities with frozen lakes, snow covered runways and in the unlikely event of an emergency landing, countless open fields. Typically during the winter months the airport traffic is light with ski planes dominating the pattern. If your idea of

winter is on a beach somewhere south of here, ski flying might not be for you. Winter flying sometimes requires more patience and effort. You have to be willing to hop out when your skis freeze to the snow or to complete a turn with no brakes.

One thing that is surprisingly difficult about ski flying is getting everything to come together on the same day. You need VFR weather, descent snow coverage, the plane rigged with skis, everything in working order and the day off. This season there was a local group of ski plane pilots ready to fly to Pioneer Field for the annual fly-in but it was closed to fly-in types because of low visibility and snow. A few weeks later the same group was huddled in a cozy hangar at Poplar Grove because a similar event at Brodhead was closed to fly-in traffic for snow showers and low visibility.

There is some great camaraderie with the local ski plane pilots. Our EAA chapter is made of some very experienced and talented people that are a great local resource. Without this help I would still be thinking about putting the Clipper on skis or trying to figure out how to get the airplane to the snow. This year's ski plane season is drawing to a close. You can bet I'll be the first one out the hangar next year, ready to make fresh tracks.



First trip to Lake Como

More Ski Plane Photos



These are pictures from the attempt to go to Brodhead ski-plane fly-in. Don't pay attention to the visibility issues!

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

**Classified ads may be submitted by any member free of charge. Ads will run for three months unless cancelled, renewed or otherwise instructed..*

Tailwheel Endorsement

Bob O'Quinn, CFI, is offering tailwheel checkout and endorsement in a Piper J-3 Cub, Cessna 140, or your personal aircraft.



For more information:

Telephone (847)358-7554 or

e-mail

roquinn@TurfGrassSod.org

For Sale: 50% share in a low-time, IFR C150 or C152. Great opportunity to add a rating or fly more. Approximately \$45/hr to operate your own airplane.

Contact David Shelton, (847)651-4373,
SBaircraft@gmail.com.

ARMY WINGS & WHEELS

MAY 30TH-JUNE 1ST

L-Bird Fly-in and WWII Re-enactment
Poplar Grove Airport

EAA Chapter 1414 Pancake Breakfast

Saturday, May 31

Have you paid your 2008 dues?

Interested in Joining Chapter 1414?

Application For Membership

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

EAA Membership No. _____ Dues: \$20 email newsletter ____ \$30 print newsletter ____

Send to:

EAA Chapter 1414

5151 Orth Road

Poplar Grove, IL 61065

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
- ____ *Your Nametag

EAA Chapter 1414 meets on the second Tuesday of the month in the Vintage Wings & Wheels Museum, 5151 Orth Road, unless notified otherwise in the newsletter. The meeting starts at 7:00 PM.

Directions: From Belvidere, IL, go north on Rout 76 approx. 3.5 miles and turn right on Orth Road. Make the first right turn and the museum is on the left.

The Newsletter is always looking for interesting articles and pictures by our chapter members. Please submit anything you have written, would like to write, or any 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: mayge46@verizon.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.

5151 Orth Road
Poplar Grove, IL 61065

1414

EAA CHAPTER

