

LEADING EDGE

THOSE BEAUTIFUL CONTRAILS

A Story by Dick Hill
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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 PAGE

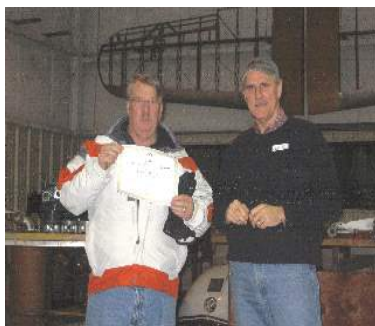


Steve Langdon

Chapter 1414 Logo Merchandise



The Chapter 1414 logo apparel is now available in colors. All items may be ordered in black, yellow, red, blue and many other colors. For a complete list and pictures or to place an order, just log on to the chapter website at eaa1414.org. Apparel may also be purchased at the monthly chapter meetings.



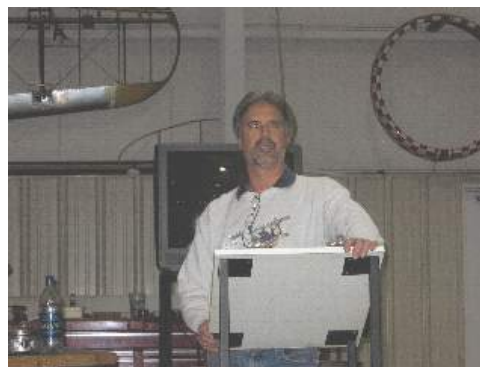
At last month's meeting the former officers and others were presented with EAA Service Awards. The members receiving awards for their valuable contributions were Tom Barnes, Steve Langdon, Frank Herdzina, Scott Ross, Carol Von Bosse, Alex Von Bosse and Ed Harvey.

Charter members were also presented with their own copy of the original charter document that they had signed. If you are one of those and have not received yours, contact Steve at the next meeting.

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 published 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.

January Meeting

Dave Mitok of the Poplar Grove Airmotive engine shop was the feature speaker at the meeting of January 9. Dave, who has been with PGA since the shop began 15 years ago, told us about some of the history of Poplar Grove Airmotive. He also brought examples of engine parts that had been replaced at the shop to show us. After presenting an article entitled, "Don't Baby Your Engine", he shared the video "What Every Pilot Needs to Know" by Aeroshell with us.



The speaker for the February meeting will be from Emery Air of Rockford Airport. They will speak on avionics and will address the new transponder regulations and the new ELTs that are coming. A Garmin 396 and 496 will be demonstrated. Come with your questions for them to answer.

Events Calendar - 2006

- | | |
|--------------------|---|
| February 13 | Chapter 1414 Board of Director's Meeting, Poplar Grove AP Maintenance Hangar, 5:45PM. All Members are welcome. |
| February 13 | Chapter 1414 Monthly meeting, Poplar Grove AP Maintenance Hangar, 7-9PM |
| February 24 | Chapter 790 Banquet, Speaker Vern Jobst, Crystal Lake Country Club, 6PM. Members of Chapter 1414 are invited. See Chapter 1414 website for information. |
| May 20 | Chapter 1414 Pancake Breakfast |
| June 8-10 | L-Bird (Liaison WWII Aircraft) Fly-in. For information contact Steve Ross or Lee Hilbert. |

Airplane of the Month

What our members are flying...

This month The Leading Edge is launching a new feature. We will be showing you the aircraft that are owned and flown by our Chapter 1414 membership. Every month a different airplane will be presented. Ken Kresmery is the owner of the our first month's featured airplane.



Republic Seabee RC 3

N 3263G

Superbee

**Larger Engine, Wing Extensions, Spray Rails
Over Head Power Controls, Electric Flaps & Gear**

Construction	All Metal	Draft Loaded 18"
Wing Span	42'	Gross Weight 3150 lb
Length	27' 10"	Useful Load 1050 lb
Fuel Consumption	15 GPH	Cruise Speed 103 MPH
Range	460 Miles	Engine GO 480 Lycoming
Take off Water	900 Feet	Take off Land 800 Feet

Seabee History

The design philosophy of the Seabee is simplicity. Seabee's have less than 500 parts (most small production airplanes have over 2000). Over 1000 Seabees were built in 1946 and 1947 before the production line was shut down. There are approximately 200-300 still registered with the FAA today. The Seabee's designer was P.H. Spencer, the son of the designer of the Spencer repeating rifle.

USO Canteen Party

On January 20 a huge crowd filled the hangars of Ken and Polly Kresmery, as Chapter 1414 hosted its first annual Canteen party. Guests danced to 1940's big band music and feasted on military style foods. All agreed it was a success.



Guests were entertained by the Little People, shown here doing a rollicking version of "Don't Sit Under the Apple Tree".



Pictured here are Jeannie and Dick Hill dressed for the occasion. **To enjoy more photos of the evening, turn to page 8.**

Our own Dick Hill of Chapter 1414 has written an inspirational and educational story. He shares his experience and love of flying. He has agreed to let us print it here in installments for all who love flying to enjoy.

Those Beautiful Contrails

*Or, the story of making the white line in the sky
and viewing nature's other interesting sights from the air.*

I grew up in a small town along a railroad track in the middle of Illinois. The town was so small that it didn't even have a cross road. On summer evenings, my Dad would grab a blanket or two and we would sleep on the ground in front of the house.

I would watch the stars march across the night sky and awaken when the sun became too hot for me to stay there. Dad would have been long gone to work.

I first became aware of the contrails during World War Two. Growing up in that small town, my family usually made a trip to the nearby city on Saturday evenings. Dad would take me to a tavern where we would have a fish dinner. Or better yet, a different place where they had roast beef sandwiches, the memory of which lives on to this day. My Grandmother and sisters took care of the groceries and such, while Dad and I checked out the hardware stores.

We would walk through and occasionally purchase something: a folding carpenter's rule, shoes, socks or whatever was needed. We always stopped at the Penny's store so Dad could chat with his cousin, then it was movie time.

We would meet and all go to the theater to see the first run movie of the week. Usually there was a long line, and sometimes the show would start before we could get seats and then the fully uniformed usher, flashlight in hand, would lead us to our seats.

On those occasions we would stay after the show's end and wait for the beginning of the movie during the second time around. There was always a comedy and short subject, then the "MOVIETOWN NEWS" would begin. The news would cover Hollywood and such, then the scene would shift to the war in Europe with pictures of the battles, tanks and trucks. Images of forlorn soldiers sloshing through the battlegrounds with guns roaring around them filled the screen. Presently the cameras would tilt upward and scan the skies to watch the big bombers flying toward Berlin.

There would be huge formations of B-17s with their contrails streaming out behind. Fighter planes would be darting in and out of the formations. Then there would be explosions and planes would begin to spin down through those contrails.

The scene would shift and you would be in the cockpit of one of the bombers. It would seem that you could reach out and touch the other planes while running your fingers through their con-trails. *The word, 'contrail' refers to the 'con' of condensation of moisture that trails' from the planes exhaust pipes.*

From those early images, I had thought that contrails only occurred near the stratosphere. But no, you actually can see them up close every winter day. Notice the steam coming from the automobile exhaust pipes as they drive by. That is virtually the same thing as the plane's contrail. Warm moisture in the exhaust is suddenly condensed into a steamy cloud of ice crystals by the icy cold air. You see them and suddenly, they're gone because they have evaporated into the cold, dry air.

In an actual encounter one cold day, I watched an old DC-3 cruising along at about four hundred feet above the ground. It was a bitter cold and the plane was pulling a contrail that seemed a mile long, so they don't just appear in the stratosphere.

In later years, while working as a flight instructor at a local airport in Illinois, I became aware of an unusual, roaring, rumbling sound. I turned and looked toward the sound to see a horizon filled with those beautiful contrails.

Below that was an armada of B-36s with the jet fighters cruising in the blue sky, high above, making the trails. Above the B-36 armada was another armada of KB-50 tankers from which the fighters were drawing fuel.

Three fighters would swoop down toward a tanker and their contrails would cease as they entered the lower, drier air mass. Then they would connect and nurse from the tankers, one on each wing tip and one on the tail.

As this began, the other fighters, who had disconnected and started their climb into the higher strata, would once again begin making their contrails across the sky.

Several squadrons of F-84s and F-86s were flying high cover for the big bombers, which were probably carrying practice atomic bombs, on their way northbound toward an imagined target. The tankers were probably nearer to twenty thousand feet and the fighters were probably above thirty thousand.

No other plane has ever produced the sound of a B-36.

"With six turning' and four burnin'!" As they then said, the six R-4360, Curtiss/Wright compound engines were turning their huge pusher propellers and the four wing mounted jets were burning their jet fuel.

To have a squadron of them above you at about ten thousand feet in a cloudless sky, with a high cover of KB-50s and fighters, was without a doubt, a rare and amazing visual and sensory experience.

I have no idea how long it took for this formation to have gone from horizon to horizon, but I stood transfixed until they were out of sight and hearing. *I believe that your sight line from the ground is about 200 miles to a plane at those high altitudes. That would have meant I watched the formation while they flew nearly 400 miles.*

Later on, standing in almost the same spot, I glanced upward to see a contrail moving silently from east to west at what seemed to be a very high altitude and speed. That, I estimated by the way it changed the angle of my observed view. I watched the contrail as it passed vertically above me and continued westward. The plane was almost invisible.

As I turned to watch the contrail and as the plane reached 40 or so degrees to the west, I was slammed with a sonic-boom. The boom expands in a conical shape, touching the ground long after the plane has passed overhead. That was the first time that I had been able to watch as the boom occurred. Those flights hardly ever occur now.

About that same time, I was flying day trips for the airline with a long, midday lay over. The hotel room I stayed in had aluminum storm doors. Ever so often, someone would pass my room and bang the door. I became annoyed because I needed to sleep for the long evening flight. So, I would go to the door to see who was doing the banging. No one was ever around and I finally figured out that the sound was made by the sonic boom of the high flying jets.

Captain Richard C. Hill

North Central to Republic to Northwest.

From the DC-3 to the Boeing 757/767,

Illinois Aviation Hall of Fame, class of 2001.

Wright Brothers Master Pilot Award, 2006.

Edited by,

Jeannie C. Hill

Member: Board of Directors EAA Vintage Aircraft Association

Board of Directors EAA Chapter 1414

Board of Directors Vintage Airplane Association.

Board of Directors Classic Car Rally, Lake Geneva, WI

To be continued in the March Issue.

Board of Director's Meeting



At the January the meeting of the Chapter 1414 Board of Directors, four newly elected board members were announced. They elected during the recent ballot mailed to all the members of Chapter 1414. New board members are Ken Kresmery, Jeannie Hill, Scott Ross and Buck Hilbert.

The Board of Directors meeting is held on the second Tuesday at 6:45 p.m. before the monthly meeting. All chapter members are welcome.



Thanks to Jay Fridell for last month's cover photo. Send your photos to the newsletter editor to be the next cover photo.

Photos for this issue were furnished by Kendra Helvey, Tom Anderson, Alex Von Bosse, Ken Kresmery and Dean May.

Leading Edge

An Invitation

Our sister chapter 790 in Barrington is hosting its Annual Banquet on February 24. **Verne Jobst** will be the guest speaker. Verne flew the EAA Spirit of St. Louis over Paris to commemorate the 60th Anniversary of Lindbergh's flight.

Because of the many close connections we have with Chapter 790, they have invited the members of Chapter 1414 to attend.

Meal selections will include prime rib (\$32), as well as chicken and salmon dishes (\$29). A cash bar will be available. The banquet is being held at the Crystal Lake Country Club, 721 Country Club Road, Crystal Lake located in the heart of **Crystal Lake**. Contact Lon Danek for information or visit the Chapter 1414 website.

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.

For Sale

Four Sitka Spruce Panels. Available for wing or tail spars, parts making, etc. Panels are 3/4" long X 10" wide X 18" long. Bargain priced at half off the

Lon Danek knows of a very nice tailwind available for sale at Poplar Grove. He believes that it should stay in the area. Here are the particulars:

Wittman W-8 Tailwind, VFR panel, transponder/intercom, 12989TTAF, 559SMOHE, restored in 1995, C90-12F Continental. Slick mags and harness, auto gas. Plane has always been hangared and is in very good condition. 135 mph @ 5.9gph, 170 max. Contact Dick McClung, (815) 397-8091.

Refreshments for the January meeting were supplied by Jeannie Hill, social committee chairperson. If you would like to help with refreshments, contact Jeannie to see if there are any months without a volunteer to serve.

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**USO Party
January 20, 2007**





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. **Directions:** From Belvidere, IL, go north on Rout 76 approx. 3.5 miles and turn right at the main airport entrance. Make the first right turn and the hangar is on the left.

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: 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.

Membership Application

Application For Membership

Dues: \$20 email newsletter ____
\$25 print newsletter ____

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: <input type="checkbox"/> Social Functions <input type="checkbox"/> Ground School	
<input type="checkbox"/> Outside reps from aviation tech. dealers Other: _____	
Would attend additional tech sessions (i.e. painting, welding etc.) <input type="checkbox"/> Yes <input type="checkbox"/> No	

EAA Membership No. _____



EAA CHAPTER
1414

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