

Vol. 2, No. 11, January 2007

LEADING EDGE



Photo by Jay Friddell

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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 MESSAGE



Steve Langdon

Well, it's happened, another year is gone and with it a few more rivets have been pounded on the RV. This year saw some significant progress in construction. Both wings are "drilled" together. One wing tank is "drilled" and the second is well underway.

Like the RV Chapter 1414 has had some progress with its "construction".

- We have created several committees. Some of which are off to a rousing start.
 - We held successful pancake breakfasts which added significant dollars to our meager treasury.
 - We are well along with ticket sales to the USO dance to be held January 20th at Ken Kresmery's hangar.
 - Plans are progressing nicely on the L-Bird fly in to be held June 8th – 10th 2007.
- Interesting and informative speakers are on tap.

As we close out 2006 I would like to thank all those who gave their time and efforts to make the year the success it was. With out the volunteers contributions in time and in some cases money we would not be.

In 2007 it is my desire that we develop the chapter long three main lines. These mirror what I see to be three main points of interest that bring our members to the organization.

In the first group are those main interest is that of comradery and entertainment at the monthly meeting. We have several members that do not fly, yet have a strong interest in all things aviation. They are either not pilots for what ever reason or they may have reached a point in their life where active flying status is a thing of the past. For this group we hope to develop a strong program agenda for 2007. In addition to the programs of interest, I hope to develop a program where those who do not fly are offered rides with pilot members to the various flying events we hope to offer this coming season.

The second group of members are those who have a secondary interest in the meeting and program agenda but would be very involved in flying events. For this group we hope to have more organized flying activities. We are going to re-institute the fly out lunch this coming season and hope to do more flying activities. (give me your ideas.)

The third group is made up of those who enjoy both..

The promised survey will be forth coming shortly. Our chapter will thrive only if we offer what you, our members, what you want. In addition to the survey, please do not hesitate to let me know what direction you would like to see the chapter take.

Finally I am sure many of you have heard of Jim Diss' stroke. I want Jim to know our thoughts are with him as he recovers. We are wishing him a speedy recovery.

Fly Safe! Keep the greasy side down and the spinny thing turning.

Steve

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.

December Meeting

Instead of its regular meeting on December 12, Chapter 1414 held its annual Christmas Party. Members gathered for an outstanding pot luck dinner. Plates were stacked high to taste some of everything! We met new friends and greeted old ones during an evening filled with fun.



Christmas Party guests enjoying good food and good conversation.

Our January speaker will be Dave Mitok from the PGA engine shop, talking about airplanes from the pilot's perspective. This informative, educational and enjoyable meeting starts at 7PM on January 29. We hope to see you there.

Memoriam

Last month we received word that on Tuesday, December 5, Dorothy Hilbert passed away. We all wish to express our sympathy to Buck and the entire Hilbert family.

Events Calendar - 2006

- | | |
|--------------------|-------------------------------------------------------------------------------------------------------------------|
| January 9 | Chapter 1414 Board of Director's Meeting, Poplar Grove AP Maintenance Hangar, 5:45PM.
All members are welcome. |
| January 9 | Chapter 1313 Monthly Meeting, Poplar Grove AP Maintenance Hangar, 7-9PM |
| January 20 | USO Holiday Dance, Ken Kresmery's Hangar, 7PM |
| 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, |
| April 17-23 | Sun 'n Fun Fly-in, Lakeland Linder Regional Airport, Lakeland, FL |
| June 8-10 | L-Bird (Liaison WWII Aircraft) Fly-in. |
| June 10 | L-Bird Fly-in Pancake Breakfast. Everyone Welcome. |



Limitations of the See and Avoid Technique!

The “see and avoid” principle is the primary means for VFR traffic to avoid mid-air collisions. However, this technique is far from reliable. The many limitations of the technique, including those of the human visual system, demands of the cockpit, and environmental conditions, make “see and avoid” an uncertain method of traffic separation. This article will focus on human visual limitations.

Over the millennium, human visual perception has evolved to survive in a basically two-dimensional world. It has been only in the last 100 years that humans have been able to experience the three-dimensional world of flight, with all the challenges of that unique environment. We have now yet had time to evolve to compensate for these changes.

The physical limitations of the human eye are such that even the most careful search does not guarantee that traffic will be detected. A significant proportion of the view may be masked by the blind spot in the eye, the eyes may focus at an inappropriate distance due to obstructions in and on the windscreen or due to empty field myopia in which, in the absence of visual cues, the eyes focus at a resting distance of around two feet. An object, which is smaller than the eye’s acuity threshold, is unlikely to be detected and even less likely to be identified as an approaching aircraft.

The pilot’s functional visual field contracts under conditions of stress or increased workload. The resulting ‘tunnel vision’ reduces the chance that an approaching aircraft will be seen in peripheral vision. The human visual system is better at detecting moving targets than stationary targets, yet, in most cases, an aircraft on a collision course appears as a stationary target in the pilot’s visual field. The contrast between an aircraft and its background can be significantly reduced by atmospheric effects/ even in conditions of good visibility.

An approaching aircraft in many cases presents a very small visual angle until a short time before impact. In addition, complex backgrounds such as ground features or clouds hamper the identification of aircraft via a visual effect known as ‘contour interaction’. This occurs when background contours interact with the form of the aircraft/ producing a less distinct image.

Visual scanning involves moving the eyes in order to bring successive areas of the visual field onto the small area of sharp vision in the centre of the eye. The process is frequently unsystematic and may still leave large areas of the field of view unsearched. However, a thorough, systematic search is not a solution, as in most cases, it would take an impractical amount of time.

Cockpit workload and other factors will reduce the time that pilots spend in traffic scans. However, even when pilots are looking out, there is no guarantee that other aircraft will be sighted. Most cockpit windscreen configurations severely limit the view available to the pilot. The available view is frequently interrupted by obstructions such as window-posts, which totally obscure some parts of the view and make other areas visible to only one eye. Window-posts, windscreen crazing and dirt can act as ‘focal traps’ and cause the pilot to involuntarily focus at a very short distance even when attempting to scan for traffic. Direct glare from the sun and veiling glare reflected from windscreens can effectively mask some areas of the view.

Exerts from Australian Transportation Safety Bureau Research Report

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

Garmin 96C Color GPS, with yoke mount owners manual, carry case and USB PC interface cable. Like new, \$450. Call Craig Day at 547-3789 (home) or 218-6962 (cell)

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 retail. Call Lon Danek at (847) 381-4286.

Now available!

Official Chapter 1414 Attire

With Logo.

Order yours right away!

Can you help?

Volunteers are needed for the USO Dance on January 20. If you are available and would like to help us, call Ken Kresmery at 847-742-0000 or tell us at the next meeting. It will be a lot of fun!

Have you bought your tickets yet?

Chapter 1414 USO Dance

Limited number available!

The following note was found on the Poplar Grove Airport pond bridge:

"I can no longer handle the snow and ice. I have returned to the swamps in the sunny South.

Your Pal, Albert"

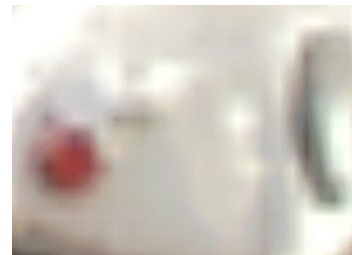
Photo of the Month

The cover photo for January was submitted by Jay Friddell. It is a Bruner Winkle Bird owned by Bob Newhouse based at Poplar Grove Airport. Jay snapped this while it was being fueled.

Thanks, Jay, for a great picture!

Eyeball Bender

What is it?



Can you identify this picture?

We want your photos!

Photo of the Month

See your airplane or chapter-related photo on next month's cover.

VISIT THE WEB SITE!

eaa1414.org

**Poplar Grove EAA Chapter
1414
Statement Of Financial Position
As Of December 31, 2006**

Assets

Current Assets

Total Cash and Equivalents	\$4,395
Prepaid Expense	\$ 410
Total Current Assets	\$4,805

Total Assets \$4,805

Liabilities and Net Assets

Current Liabilities

Accounts Payable	\$ 194	
Deferred Income (2007 revenues)	\$ 2,375	\$2,569

Net Assets

Net Assets As Of 12/31/05	\$ (229)	
Changes in Net Assets Year to Date	\$ 2,465	\$2,236

Total Liabilities And Net Assets \$4,805

**Poplar Grove EAA Chapter 1414
Statement Of Financial Position
As Of December 31, 2006**

Operating Receipts

Pancake Breakfasts and Snacks	\$ 2,960
Membership Dues , Newsletters, Name Tags	\$ 2,005
Raffles	\$ 839
Total Receipts	\$ 5,804

Operating Expenses

Food and Supplies For Pancake Breakfasts	\$ 1,160
Printing Postage, Name Tags	\$ 913
Donations	\$ 600
Speaker Expenses	\$ 594
EAA Chapter Dues	\$ 40
Taxes and Legal Expenses	\$ 33
Total Expenses	\$ 3,339

Net Operating Receipts/(Expenses) **\$ 2,465**

**Poplar Grove EAA Chapter 1414
Funds Statement
Year Ended December 31, 2006**

Funds Analysis

Total Funds On Hand 12/31/2005	\$ 1,178
Excess Of Revenues Over Expenses	2,465
Financing (Short Term Loans Repaid)	(1,407)
2007 Net Operating Funds Collected or (Paid) in 2006	2,159
Total Funds On Hand End of Period	<u>\$ 4,395</u>

U. S.O.

Coming to Poplar Grove Airport

Sponsored by EAA Chapter 1414

Holiday Dance

January 20th 2007 at 7:00 PM

Kresmery's Hangars MG5 & MG4

Everyone Welcome

All uniforms Air Lines, Army, Navy

Coast Guard, Nurse, Marines, Air Force

Anyone in any kind of uniform gets two free door prize tickets

Big Band Music

Tommy Dorsey Glen Miller** Harry James**

Can you still Jitterbug ** Dance to a Ballad

Star Dust ++ Moon Glow++ Blue Moon++ Peg Of My Heart ++ I'll never smile again

No need to bring food we will have "C" Rations

Door Prizes & Look-a- like prizes

Betty Grable * Doris Day * Veronica Lake * Clark Gable * James Cagney * Jimmy Stewart

Refreshments at 1941 prices

Admission \$10.00 per person * \$15.00 at door

See EAA 1414 Officers for tickets

**Frank Herdzins 815 544 6727 * Steve Langdon 815 874 5432 * Ken Kresmery 847 742 8000
Glenda May 815 337 5845 * Lee Hilbert 815 271 5166 * Bernie McLean 815 547 4224 * Jennale Hill 815 943 7285**

Ticket sales start November 1, 2006

Limited Number of Tickets

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. Turn at the first right 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 or a printed copy may be submitted to any board member at the meetings.

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1414

EAA CHAPTER

