



Vol. 3, No. 11, January, 2008

LEADING EDGE

Final Approach
O'Hare Airport
December 9, 2007

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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

*Another year has come
and gone. As members of
EAA Chapter 1414 we
can look back on the old
one with pride and look
toward the new one with
anticipation.*

We have many exciting plans for 2008, starting with our Second Annual Canteen Party this month. Everyone had a great time last year at our first one. This one promises to be just as great!

As always, I am looking forward to working with all of you for another dynamic year for Chapter 1414.



Lee Hilbert

Officers

President

Lee Hilbert

(847) 652-3526

LeeHilbert@comcast.net

Vice President

Dean May

(815) 544-0215

deanvmay@verizon.net

Secretary

Frank Herdzina

(815) 544-6727

Treasurer

Bernie McLean

(815) 547-4224

popsflyer@northboone.com

Website

Scott Ross

(815) 608-1371

eaal414.org

Newsletter

Glenda May

(815) 544-0215

mayge46@verizon.net

Welcome

Abbie Friddell

(815) 547-9574

Abbieinair@sbcglobal.net

Directors

Buck Hilbert

Jeanie Hill

Ken Kresmery

Scott Ross

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

The December 11 ice storm put a damper on our December activities. The Christmas Party that was planned had to be cancelled.

The Annual Potluck Dinner and Party for members has been rescheduled for our next meeting on January 8. We will start an hour earlier than usual at 6:00PM, so that we will be eating at a decent hour. The party will be held in Frank Herdzina's "Bird" Hangar on the north side of Poplar Grove Airport across from the museum.

A brief Board of Director's Meeting will be held at 5:30PM.

All Chapter 1414 members are invited to bring a dish to pass and join the festivities on Tuesday, January 8 at 6:00PM.

Welcoming Our New Members!

Despite the ice and snow Chapter 1414 had one new member in December. Joining us is:

Gerry Flaughter of Poplar Grove

We would all like to extend a big welcome!

Second Annual Canteen Dance

Saturday, January 26, 2008

Kresmery's Hangars MG 4 & MG 5

Wear a uniform for extra
door prize tickets!

Tickets: \$15 per person

Ticket sales end on January 21!

Membership Renewal Time!!!

The new year is here, so it is time to renew your chapter membership. This year the first 50 people to pay dues will receive **FREE** 2008 EAA Calendars. There are still many of these available. These are the large official calendars that you see on sale at AirVenture. The photos of airplanes are fantastic. You will want to hurry to take advantage of this offer!

Dues may be paid to Treasurer Bernie McLean at the meetings. Otherwise they can be mailed using the form and address on page 7.

!!!Decorating Party!!!

Saturday, January 19, 2008, 10:00AM

Kresmery's Hangar

Start the party early and help us get ready
for the Canteen Dance!

Food and Sodas will be served.

On The Cover

On Sunday, December 9, Dean May, Vice-President of Chapter 1414, made his final landing as a pilot for United Airlines after a flight to Munich Germany. Dean is retired as of December 11 and will now devote his time to more enjoyable flying ventures.

Events Calendar

January 8

Chapter 1414 Board of Director's Meeting,, Herdzina's Hangar, 151 Orth Road, 5:30PM.
All Members are welcome.

January 8

Chapter 1414 Monthly meeting, **Frank Herdzina's Bird Hangar**, 5151 Orth Road, 6PM

January 19

Decorating Party for Canteen Dance, Kresmery's Hangar, 10:00AM

January 26

1940's Canteen Party, Kresmery's Hangar, Poplar Grove Airport, 7PM

April 8 – 13

Sun 'n Fun Fly-in, Linder Regional Airport, Lakeland, FL (LAL)

Airplane Profile

We build 'em . . . We fly 'em!



Rebirth of a 1941 Taylorcraft

Written by Ron Liebmann, EAA Member 18367, Technical Counselor and Flight Advisor

The rebuild of our Taylorcraft was the brainchild of EAA Chapter 790's own Ken Kresmery. One day a few years ago, Ken asked me what I thought of the idea of getting a project plane and putting on a class on how to do a rebuild. This learning experience would be open to anyone, especially the retired folks, who wanted to learn the in's & out's of how to do the job correctly. Ken financed the project and also gave us a great shop in which to do the job.

Chapter 790 Member Bud Herod had just the right project for us to tackle, his old 1941 T-Craft that had been sitting in his garage for about ten years just waiting for the moment to be reborn. We seized that moment in April of 2004 and soon afterwards began the class. Cleaning and inventorying parts took us into July when we put the fuselage on a rotisserie and sandblasted the tubing in preparation for a coating of zinc chromate epoxy.

I am not an A&P mechanic, but I have experience from building and helping others build their experimental airplane projects. I also worked for Mr. Bill Rose helping to rebuild some of his wonderful Ryan, Fairchild and other antique planes. Through the ten years I worked there, I was mentored by IA (Inspector Authorization) mechanic by the name of Andy Spak. Andy helped me refine my skills and turned me into a detail nut. Just ask any of the volunteers and no doubt they'd roll their eyes at the question. I was the only one out of the original thirteen participants with any aircraft rebuild experience, so therefore it was only natural that I became the teacher.

Continued on Page 5

Taylorcraft, Continued

As work progressed our IA would stop by and approve us to continue moving ahead.

We took the summer months off so we could enjoy the warm flying weather, do AirVenture and also keep up with those chores around the house. When the fuselage was complete & ready for covering, we made a wing jig and began that stage of the project. A thorough cleaning and inspection of all wing ribs, spars and attach fittings was made. All metal parts were cleaned and repainted and all hardware was replaced with new AN stock aircraft hardware. When the wings were ready to cover, we put them aside and did the landing gear, rudder, elevators and stabilizers.

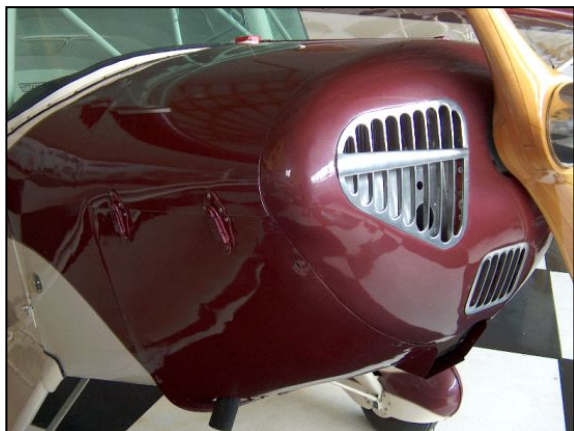
For fabric covering, we used the Superflite System from start to finish. Final paint was done in Superflite's Polyurethane, which gave us that great gloss finish.

When it came time to choose a paint scheme I passed out profile drawings to the remaining guys to see what they would come up with, but it was my first drawing that was chosen. With that, I picked the colors of Daytona White and Metallic Burgundy for the exterior paint. For the interior, I picked matching fabric. The instrument panel was painted by a custom car dashboard painter. was done in Rosewood which goes great with the burgundy & cream. We had the instruments rebuilt by Rudy's Aircraft Instruments. At my request Rudy reversed the paint on the instrument faces, making them cream with black numbers. He did a great job on the instruments for us.

We had the engine completely rebuilt and bought a new original type wood Sensenich 72" x 44" Prop.



It



During the three and a half years that this project took, most of the original thirteen guys & gals found other projects that needed their attention and new volunteers joined along the way. Following is a list of the group: Tom Solar, Nancy Blazyk, Carl Geiger, Don Jenerick, Bob Koif, A&P Ron Palascak, Rob Strickland, Al Short, Dan Pluth, Bob Gerhold, Bud Herod, Sten & Kirsten Johnsen, Elton Eisele, Dean Kornwald, Bryant Gruenwald, A&P Mike Festa, Jim Cooper, Jim Bertoglio, Lon Danek and myself, Ron Liebmann. The last three persons on the list were the three who stuck with the project through to the end.

We owe much to a great friend and Taylorcraft expert Don Claude, without whose help and guidance the T-Craft would not be flying today nor have the benefit of his expert experience and craftsmanship. Two other great friends of our project and all EAA'ers are Buck Hilbert and Dip Davis, who we also thank for their valued expertise throughout our rebuild.

The plane is now flying with the new N790KK registration in honor of the volunteers from Barrington, Illinois EAA Chapter 790 and the benevolence of Ken Kresmery.

A Champ for Poplar Grove, Part II

Knoxville, TN to Poplar Grove, IL 11/25-11/28/07

By Scott Ross

The Knoxville area is somewhat low ground surrounded by mountains to the southeast and northwest. We, by the way, needed to head northwest. In fact, in every direction it's higher terrain. Also, to the southwest extending to the northeast was the weather system busy giving Chuck and Holly fits up in Indiana.

That heavy wet air blowing up from the south was piling up on the foothills of the Smoky Mountains and turning into low clouds, all the way down to the ground in the higher elevations, and lots of rain. Monday Morning found us with low ceilings, rain and wind.



Dennis and Cliff checking out the fuel tank

With time to spare we ran the Crossville rental back and then proceeded to do some fuel system checks and get ready for Tuesday's flight back.

It became apparent that neither fuel tank had a functional fuel gauge so we calibrated a stick with the help of the lineman, Cliff. 25 gal of fuel on board takes the worry out of long distance flights....assuming the top tank drains to the main.

Anyway by the end of the day it had cleared up enough for a first flight and the fuel system had checked out to our satisfaction.

If you follow the map north of Knoxville a ways you come to Jacksboro, the airport is Campbell County but the locals just call it Jacksboro. Just north of there the interstate heads off to the northeast and we had to give up our evil IFR (I Follow Roads) ways and start going cross country. It's most defiantly cross-country with nowhere to land for the next thirty miles...YIKES!

That first sight of a level place to land an airplane was a most welcome sight, no question about it. We headed over to Wayne County Airport in Monticello, KY for fuel and a cup of coffee. We got a bit more than we wanted though. The tail wheel had been shimmying on landing and coming down on 21 we got a bad shimmy with a right crosswind. The right tail wheel spring departed the assembly and off we went.

We just missed a landing light with the plane pulling hard to the right and down hill we headed right towards a line fence. Dennis Blunt was either cool as a cucumber or he had stopped breathing cause I never heard a peep out of him in the back! The plane wanted to turn right so I finally let her go and we spun a 180 with a wing dip in a classic ground loop. There might have been a few unprintable technical terms uttered by yours truly as well. Sheez, less excitement please!

Anyway we didn't touch anything, no damage to the plane so we taxied up to the fuel island with the backend feeling mighty loose. Sure enough, no spring on the right side so we walked out to the runway where the spring could be found about 50 feet from the numbers right on the runway centerline. We reattached the spring and took a link out of the chain on both sides and never touched a paved runway again on the way back.

The next leg was a long flight to Seymour, IN, just north of Louisville where we got fuel after landing on 23 Right "the grass" with the wind about 260, 13 gusting to 19 according to the AWOS. Nice little FBO there with self serve 24/7 fuel and we were in and out in 20 minutes.

We still had at least three hours of daylight left and the GPS said Frasca Field was 150 miles out. Now everyone knows Rudy Frasca and I couldn't think of a better place to end the day. We pointed our nose towards Urbana after a 200-foot ground roll and headed that way. The wind was mostly on the nose so our ground speed went down to the high sixties to low seventies.

We were in the pattern for Frasca Field about 1530 and Rudy himself met us at the plane. Before I knew it, it was old home week with picture taking, Mr. Frasca insisting on putting Dennis's plane in a hangar, the tanks full at \$3.50/gal (Avgas!), and the nickel tour of the Air Museum there. They gave us a car to use and a discount coupon for a really nice hotel to boot. Right across the street was a Cracker Barrel so we had a great dinner as well. Things were really looking up. Whenever you get a chance stop at Frasca Field where they sure know how to treat!

Wednesday morning we headed out early with threatening weather to the north and the winds howling out of the south. The entire trip so far had been with ground speeds in the low to mid seventies for the most part. I've teased Lee Hilbert more than once about logging a long cross country if you have a Champ and you are going to JVL for breakfast. All the way from Pigeon Forge I kept thinking of that...



A Champ for Poplar Grove

Wednesday's south winds gave us a peak ground speed of 147.1 mph according to the GPS. Most of the time we were showing in the 120's. By the time we got to DeKalb the wind had backed to the west at 3500' and we were flying almost due west with the ground track showing almost due north. We slid by the DeKalb airport about five miles east of the field, pointed due west with a ground speed in the low forties and never seemed to get close to the airport.

Finally we dropped down to 2,000' and saw more south out of the wind and finished the trip off. What an adventure! 601 miles enroute according to the GPS flight log. 7 hours and 20 minutes flying time with an overall average speed of 74.7 mph.

The airplane performed flawlessly other than the tail wheel issues. The engine ran like a top smoothly purring along. We burned around 5.5 gph and used just less than a quart of oil in 8 hours. Not bad at all and Dennis has a real nice plane he can fly in the winter. She even has a heater!

So Lee Hilbert is right, you can fly cross-country in a Champ. We might want to consider doing so in the summer next time though...unless Dennis gets some skis...



Rudy Frasca, Scott on the left and Dennis on the right.

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



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 help getting your finished aircraft certified, contact me for any DAR services.

Jim Auman jimauman@comcast.net
630-886-0835

1967 Cherokee 140 for sale

Same owner 28 years. IFR Certified, S-Tec Autopilot with altitude hold, annualized till October 2008, hangared C77, like new paint and upholstery, Midtime engine, many STC's to update aircraft including autofuel STC

For details and pictures
e-mail gkujawa@verizon.net
or call 8 AM to 8 PM 815-544-4571

Computer Technician

My son-in-law can fix your computer problems in your home. Call Glenda for information: 815-544-0215.

Flying a plane is no different from riding a bicycle. It's just a lot harder to put baseball cards in the spokes.

Volunteers needed to help with Canteen Dance.!!

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

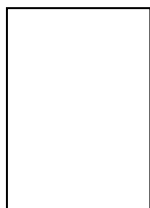
- Bring suggestion for activities, etc.
- Your member profile for the Newsletter
- Any aviation article of interest that you would like to share
With the other members

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.

!!Notice!!
The January meeting will take place one
hour earlier at 6PM in Frank Herdzina's
"Bird" Hangar across from the Museum!
This will be the Annual Potluck Party for
members that was postponed in December
for the storm.



EAA CHAPTER
1414

5151 Orth Road
Poplar Grove, IL
61065