



LEADING EDGE

Vol. 6, No. 4, June, 2010

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!**

Meeting News

Members at the May meeting watched a video presentation of United Airlines Flight 811 whose cargo door was blown off in flight in 1989. They also enjoyed a chili supper by our president and chef, Lee Hilbert.

Steve Sorge will be the guest speaker for June. He will share experiences about his Speedmail Special project. In July the featured speaker will be from Rockford Control Tower.

Supper will be served from 5:30 to 6:30. The



Look who flew-in for our pancake breakfast on May 9! Yes, that's Young Eagles co-chairman, Jeff Skiles, co-pilot and one of the heroes of the US Airways Flight 1549 Hudson River accident. Carolyn Pasqualino photographed him with his beautiful red Waco.

Chapter 1414 Schedule

- June 8** EAA Chapter 1414 Monthly Meeting, Wings & Wheels Museum, 6:30 PM (C77)
- June 12** EAA Chapter 1414 Board of Directors Meeting, 8:30 AM, Frank's Hangar
- July 13** EAA Chapter 1414 Pancake Breakfast, Frank Herdzina's Hangar, 7 AM-Noon

July 26-August 1 EAA AirVenture 2010 Oshkosh

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.

Pancake Breakfast

Sunday, May 9, 2010



Dave Stadt getting his first T-34 ride with Mark Pasqualino. Does he need to be rescued???



Poplar Grove Airport became the busiest of the day!

A Great Success!



Families enjoyed the food indoors...



Anthony Lalor and Jeanie Hill volunteered to help cook and serve.



...and the sights outdoors!

Chapter 1414 will host pancake breakfasts on the second Sunday of each month from May until October. There will be Young Eagles flights at these events. Volunteers will be appreciated. Proceeds will go to the building fund. Talk to an officer for information or to volunteer.

Join us on Sunday, June 13



Steep Turns: Separating Myth and Fact

By Bob O'Quinn, CFI

When asked to execute a 360-degree, steep turn to the right and then to the left as part of their biannual Flight Review, many pilots admit they haven't practiced steep turns in awhile because they are afraid to. That's too bad because steep turns are fun and they can be safe when pilots thoroughly understand them. Steep turns are a somewhat challenging maneuver that offers great practice in maintaining constant bank, altitude and coordination. And, being able to properly execute steep turns can have an added safety element to one's flying.

One of the reasons given for their fear of steep turns is the perceived possibility of inadvertently entering a spin. **Fact:** when an airplane is flown properly in a steep turn, there is absolutely no danger of entering a spin. If the pilot maintains a coordi-

nated turn (ball in the center) regardless of the degree of bank, the aircraft is not going to enter a spin. A spin must be entered from a skid, not a slip and certainly not from a coordinated turn. To enter a spin, the pilot must approach a stall with full aft elevator and quickly input full right or left rudder! So, because of a coordinated steep turn, spins are not an issue.

Another fear of steep turns is getting into a stall. **Fact:** the steeper the turn, the greater the wing loading and the higher the stall speed, IF (and only "IF") the aircraft is maintaining a constant altitude. At a constant altitude during a 60-degree bank turn, the aircraft will experience a force of 2 Gs, virtually doubling the weight of the plane (and its contents) and significantly increasing its stall speed. At a constant altitude in a 60 degree bank, an aircraft's stall speed increases 40%; therefore, an aircraft that stalls at 50 knots in level flight would stall at 70 knots in a 60-degree bank if it maintained a constant altitude.

To compensate for the increased weight in a 60-degree bank at a constant altitude, the pilot must: 1) increase lift by increasing the angle of attack by applying back pressure to the yoke to maintain altitude, and 2) add power to maintain a speed safely above the increased stall speed. For instance, if your airplane stalls at 50 knots and you can maintain at least 80 knots (10 knots above the increased stall speed of 70 knots) by adding power in a 60-degree bank, properly executed steep turns are safe.

Eliminate the "constant altitude" element and the rules of steep turns (2 G force, 40% increased stall speed, etc.) change drastically. In fact, a properly executed 60-degree bank turn in a descent can maintain one G force with little difference in normal stall speed. The key is "properly executed."

If you're uncomfortable with steep turns, ask a flight instructor to work with you. Once you regain your proficiency with steep turns, you can enjoy the reduced power descent approach to landing where steep turns can add an element of safety and fun to your flying. Consider the time spent in a turn from downwind to base and base to final. During any turn, a significant part of your field of view is blocked, preventing you seeing any potentially unannounced aircraft inadvertently entering the traffic pattern on a possible collision course. Steepening your descending turns to 40 or 45 degrees could greatly reduce your time in a turn when you're not able to see such hazards. And you'll have more flying fun!

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Instruction:

Robert (Bob) O'Quinn, Flight Instructor

Advanced Ground Instructor • Aviation Editor/Writer

- * BFRs (Flight Reviews)
- * Tailwheel Checkouts/Endorsements
- * Unusual Attitude/Spin Recovery
- * Introductory Flights



Home: 847/358-7554
Cell: 224/558-7155
BobOQuinnCFI@gmail.com

Events:



July 26 to August 1



**PANCAKE
BREAKFAST**

YOUNG EAGLE AIRPLANE RIDES

2ND SUNDAY 7am-12 Noon

**Poplar Grove Airport
5151 Orth Road**

ADULTS \$6.00

KIDS \$4.00

Volunteers Needed:

EAA Chapter 1414 Pancake Breakfast

Sunday, June 13

Contact Glenda May

815-544-0215 or mayge46@verizon.net



Past Presidents

Steve Langdon

Tom Barnes

Sam Helsper

Board of Directors

Peter Bapes

Dean May

Chuck Pazdzioch

David Shelton

Website Editor

Scott Ross

(815) 608-1371

eaa1414.org

Newsletter Editor

Glenda May

(815) 544-0215

mayge46@verizon.net

Young Eagles Coordinator

Dennis Blunt

(815)398-4274

Officers

President

Lee Hilbert

(847) 652-3526

LeeHilbert@comcast.net

Vice President

Secretary

Glenda May

(815) 544-0215

mayge46@verizon.net

Treasurer

Adolph Svec

(815)568-6652

asvec@mc.net

Application For Membership/Renewal

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. _____ 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

Chapter 1414 meets on the second Tuesday of the month in the Vintage Wings & Wheels Museum, 5151 Orth Road (C77), unless notified otherwise in the newsletter. The meeting starts at 6:30 PM.
Directions: From Belvidere, IL, go north on Route 76, approx. 3.5 miles, and turn right on Orth Road. Make the first right turn and the museum is on the left.

In the event of bad weather, a meeting may be canceled. An email announcement will be sent to the membership if it has. If you do not have email or are not sure about the weather, call an officer to be sure the meeting is taking place. Officers phone numbers are on the previous page of this newsletter.

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 or a printed copy may be submitted at the meetings.

EAA Chapter 1414 Monthly Meeting
Tuesday, June 8
6:30 PM
Supper/Social Hour 5:30 PM

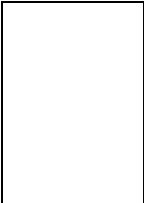


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