



LEADING EDGE

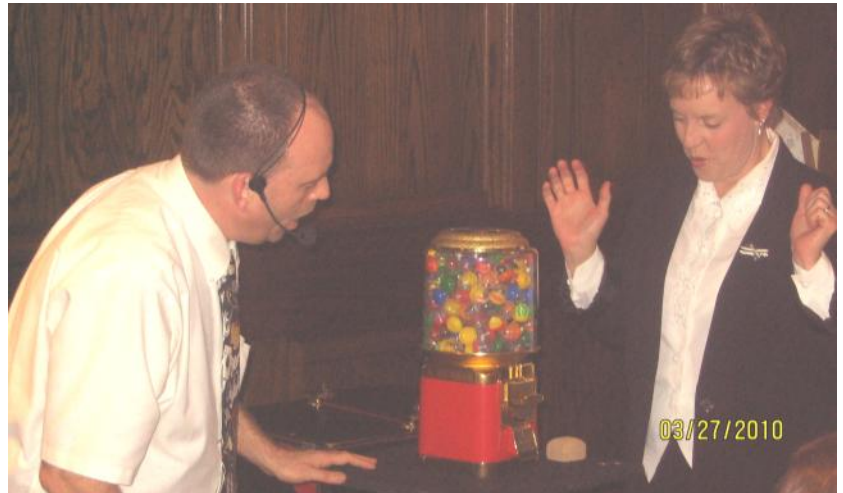
Vol. 6, No. 12 April, 2010

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!**



Peggy Fry of Chapter 1414 is amazed by magician Brian Holt at the Spring Banquet. Eighty-four members and guests enjoyed the Chapter 1414 Spring Banquet on March 27 at Giovanni's of Rockford. To see photos of the event, turn to pages 2-3.

March News

Due to a last minute change in speakers, Dean May addressed the Chapter 1414 March meeting. His topic was "Flight Physiology". He talked about the effects of altitude and oxygen deprivation on the human body. Dean, a chapter 1414 member and former aviation professor, enjoys speaking at chapter meetings around the area.



Dean May

We will have one more meeting in Frank Herdzina's hangar in April. In May, we will be in

the museum with the return of our monthly suppers.

The newsletter has a new feature this month. Bob O'Quinn of Chapter 1414 has written a safety column for you to read on page 4.

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.

Chapter 1414 Schedule

April 13	EAA Chapter 1414 Monthly Meeting, Frank Herdzina's Hangar, 6:30 PM
April 17	EAA Chapter 1414 Board of Directors Meeting
May 2	EAA Chapter 22 Pancake Breakfast (RFD)
May 9	EAA Chapter 1414 Pancake Breakfast, Herdzina's Hangar (C77)
May 15	International Learn to Fly Day/ Young Eagles Rally, 9 AM, PGA

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.

Second Annual Spring Banquet.....March 27, 2020
Featuring the Magic of Brian Holt



**At Giovanni's Restaurant
Can you find yourself having fun?**





Bob O'Quinn

When Your Airspeed Indicator Fails...

by Bob O'Quinn, CFI, AGI

Scenario #1

A private pilot was getting checked out by his flight instructor in an unfamiliar plane. On about the third final approach, he maintained the appropriate 70-knot indicated airspeed (as on the previous landings) but this time he thought the plane felt "slow." He mentioned his concern to his flight instructor who glanced at the airspeed and shrugged. On short final with the airspeed indicating 70 knots, he thought the plane still felt slow and again pointed it out to the flight instructor. The instructor, once again, glanced at the airspeed indicator and just shrugged. Then, three feet above the runway, the plane ran out of airspeed and dropped rather hard but safely onto the runway. When they turned onto the taxiway, the airspeed continued reading 70 kts. and continued to read 70 kts. when they parked the plane and shut down the engine.

Scenario #2

Several years ago, there were two fatalities when a single-engine plane crashed shortly after takeoff. The cause, according to the NTSB, was pilot error caused by failure to maintain proper airspeed, despite a failed airspeed indicator.

Both situations occurred in VFR conditions and within the airport traffic patterns. The failed airspeed indicator in both situations should not have been a big concern. To explain, remember those little round disks or other items that flight instructors use to cover up some of your instruments? Some of us still use them to demonstrate there is a much better, consistently more accurate airspeed indicator than the airspeed gauge on an aircraft's instrument panel. It's called, "pitch attitude." There is a specific pitch attitude for every climb airspeed. There's also a pitch attitude for normal cruise, partial power/no flaps, another for partial power/various degrees of flaps.

There is even a pitch attitude for power-off best-angle-of-glide speed. That is very important to know in case of engine failure, once it is determined the engine cannot be re-started. To set up the pitch attitude that will result in the best angle of glide speed as quickly and effortlessly as possible, hold the plane level and adjust the trim full aft. As the airspeed bleeds off, the plane will settle to its best angle of glide, freeing you to concentrate on "aviating, navigating and communicating."

Initially, some students and other pilots are uncomfortable when I cover their airspeed indicator and ask them to set up a normal climb, approach to landing, etc. simply by looking outside at the angle of attack (pitch attitude) of the wings. After they trim for the new pitch attitude and allow the plane to stabilize, I uncover the instruments and watch their amazement when they see how close they are to the desired airspeed, usually within 2-5 kts. The idea is to set up a specific pitch attitude for a specific airspeed and then trim the aircraft. After allowing the plane's pitch to stabilize, take a quick glance at the airspeed indicator before returning your focus outside; then is the time to make any necessary fine adjustment (while enjoying the scenery and looking around for other aircraft and obstacles).

Interestingly, I have found that a normal climb pitch attitude in a Cessna 152 is about the same as a Cessna 172 or a Warrior or Champ or a Taylorcraft, etc. The same applies to the pitch attitudes for approach to landings (with consideration for lower pitch attitudes with increasing degrees of flaps). Using those approximate pitch attitudes for climb, approach to landing, etc. can save money by speeding up your checkout in different aircraft because it will take less time.

Learning to fly the pitch concept applies to many (if not most) planes, as opposed to learning to fly one plane at a time. That's why some pilots appear to "be able to fly anything"—they're applying the pitch concept to all planes.

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..

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Call: 815 544 0215

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Instruction:

Robert (Bob) O'Quinn, Flight Instructor

Advanced Ground Instructor • Aviation Editor/Writer

* BFRs (Flight Reviews)

* Unusual Attitude/Spin Recovery

* Tailwheel Checkouts/Endorsements

* Introductory Flights



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

Volunteers Needed:

!!!Young Eagles !!!

May 15, 2010

We are planning on a Young Eagles rally on Saturday, May 15th at 9:00 a.m. at the Vintage Wings and Wheels Museum grounds. We need pilots, so please contact Dennis Blunt at 815-398-4274 or dennisblunt@att.net if you can fly for us.

Invitation:

University of Illinois

Flight Team

Pancake Breakfast

And Best Airplane Competition!

Breakfast and Air Museum Admission: \$7

Entry Into Best Airplane Competition: \$5

APRIL 25, 2010

7:30AM-NOON

Rantoul Airport (KTIP)

For information call Erin

704-779-5001



July 26 to August 1

Poplar Grove EAA Chapter 1414
Statement Of Operations
For The Year To Date December 31, 2010

	Quarters Ended	
	3/31/2010	Year To Date 12/31/2010
<u>Operating Receipts</u>		
Pancake Breakfasts, Functions and Snack Sales	\$ 2,908	\$ 2,908
Membership Dues , Newsletters, Merchandise	\$ 2,300	\$ 2,300
Deferred Income (2010 revenue collected in 2009)	\$ (1,350)	\$ (1,350)
Raffles (net) and Donations	\$ 106	\$ 106
Total Receipts	\$ 3,964	\$ 3,964
<u>Operating Expenses</u>		
Printing Postage, Name Tags	\$ 181	\$ 181
EAA Chapter Dues/Insurance/Taxes	\$ 494	\$ 494
EAA Calendars/Speakers/Awards	\$ 424	\$ 424
Net Prepaid Expense Activity (2009/10 expenses)	\$ (628)	\$ (628)
Breakfasts, Functions and Snack Sales	\$ 3,409	\$ 3,409
Donations	\$ -	\$ -
Meeting Location Expenses	\$ -	\$ -
Total Expenses	\$ 3,880	\$ 3,880
Net Operating Receipts/(Disbursements)	\$ 84	\$ 84

Poplar Grove EAA Chapter 1414
Funds Statement
Year To Date December 31, 2010

Funds Analysis

Total Funds On Hand 12/31/2009	\$ 11,674
Excess Of Receipts Over Expenditures YTD 2010	84
Total Funds On Hand As Of 03/31/2010	\$ 11,758

Poplar Grove EAA Chapter 1414
Statement Of Financial Position
As Of March 31, 2010

Assets

Current Assets

Total Cash In Bank	\$ 11,758
Prepaid Expenses (unused supplies & future years' expenses)	\$ 1,335

Total Assets

\$ 13,093

Liabilities and Net Assets

Deferred Income (future years' dues collected in 2010)	\$ 20
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Net Assets

Net Assets As Of 12/31/09	\$ 12,266
Changes in Net Assets Year to Date	\$ 807
	\$ 13,073

Total Liabilities And Net Assets

\$ 13,093

Analysis Of Changes In Net Assets YTD:

Net Receipts or (Disbursements) YTD	\$ 84
Prepaid Expense/Deferred Income activity 2010 YTD (Net)	\$ 722
Changes in Net Assets Year to Date	\$ 807



Past Presidents

Steve Langdon

Tom Barnes

Sam Helsper

Board of Directors

Peter Bapes

Dean May

Chuck Pazdzioch

David Shelton

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Chuck Jensen

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Dennis Blunt

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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

EAA 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 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 or a printed copy may be submitted to any board member at the meetings.

EAA Chapter 1414 Monthly Meeting
Tuesday, April 13
6:30 PM
Frank Herdzina's "Bird" Hangar
Across From the Museum

5151 Orth Road
Poplar Grove, IL
61065

EAA CHAPTER
1414

