



Chapter 54 News

Lake Elmo, Minnesota

<http://www.eaa54.org>

June 2003

Alaska Dreams by John Renwick

Program

- Monday June 9, 2003
- Social Hour at 7 p.m.
- Meeting at 7:30 p.m.
Chapter House, Entrance B, Lake Elmo Airport
- Program: Aggressive aircraft engine leaning and how to control Cylinder Head Temperatures
- Speaker: Darrel Bolduc, Bolduc Aviation

INSIDE THIS ISSUE

Alaska Dreams	1
President's Column	2
Know Before You Go	3
Ground School is Humming	4
Treasurer's Report	5
Annual Banquet Held	5
Project Updates and Tips	5
Residential encroachment could threaten 21D	6
Calendar of Events	7
Classifieds	8
From the Editor	8

High Speed, Low Speed, and No Speed

Like we said, there are many definitions of speed. Take Jesse Korn and his dad, Clifton. On a good day, while inbound to AirVenture 2000, they were cruising at 60 knots. On a bad day, their ground speed was 28 knots. What really made that a bad day, however, was that it wasn't just one bad day. It was a bunch of them back-to-back because it took them 49.8 hours (no, that's not a typo) to fly, one way, Jesse's 1941, 85-hp J-3 Cub down from Anchorage, Alaska.



"Last December, I decided to go to Oshkosh," remembers 23-year-old Jesse. "I knew it was a beautiful drive, so it would be an even better flight. It's 2,903 miles, one way."

The elder Korn, Clifton, lives in Hayward, Wisconsin, but he had the most out-of-the-way trip to Oshkosh of anyone on the field. Although he lives only a few hours from Oshkosh, he doglegged up to Alaska so he could fly down with his son. "The biggest miracle of the trip is that we're still talking to one another," he says.

Jesse's Cub was purchased as a wreck after it had been stolen and subsequently slammed into the shore of Lake Hood. He rebuilt it and then decided on The Trip. "The 32-knot head wind stayed with us for 20 hours, but it was still fun. This is the kind of trip I knew I had to make before I had any responsibilities. I have my priorities, and the airplane had to come before a wife."

This was Jesse's 18th year at Oshkosh, but the first for the Cub. Would he do it again? He grins sheepishly, "I don't know. You get kind of a square butt from a trip like this."

Preparations are nearly complete for taking my J3 to Alaska. Steve Markham, my flying partner from England, has booked his transatlantic reservation to meet me in Calgary, Alberta, June 29th. So

we're committed – I must depart Minneapolis by June 26th to meet him. We have reservations with Ron Seely and Anne Dand, proprietors of the Tie-Down Guest House on the airport at Springbank, just west of Calgary. We'll regroup there, shop for what ever we need

(Continued on page 3)



President's Column
Flying with the Wright Stuff
 by Dale Rupp

I flew the Wright Flyer the other day and also landed it in one piece. Well, it wasn't the real Wright Flyer it was a simulator. While at Pioneer Airport Memorial Day weekend I found time to go the EAA Museum where there are two simulators set up with controls just like the original Wright Flyer that flew under controlled flight 100 years ago this year. The important word is controlled. There are two controls. Pitch which is controlled by a small stick on the left side. Roll is by a hip cradle, which moves side to side. All of this is done while you are lying down as the photo of the first flight shows. I said first controlled flight; maybe just barley-controlled flight is a better description. Pitch is extremely sensitive. If you have ever flown an RV-6 and you thought that was sensitive in pitch, well the Flyer is much more sensitive. It only has 14 HP so stalling can happen right now. To keep it from stalling but I was afraid to climb so I did not get any higher than the treetops. Now roll is another matter. It takes full rapid hip movement to even begin to see the start of a bank and then it really banks. If you wait for the bank to get this far full opposite hip movement won't stop the bank and you crash. I found this out the first four flights, which end up in a crash. The way to control roll is at the first sign of a turn throw, and I mean throw your hips in the opposite direction. A second or two later as the turn stops throw in opposite roll control and the back to neutral before it starts to turn in the opposite direction. Don't stop your concentration now because in a few seconds the airplane will try to turn again. It is not a stable flight platform. On my fifth attempt I kept the Wright Flyer in the air and landed but not in the place I had planned. Really I landed because I was headed for a big tree, but it was not a crash. I came to a stop just before the tree. After my world breaking flight a small 9-year-old girl made a successful take off and landing in only two tries. Kids!

Many people have claimed that the Wright Brothers were not the first to fly. They are right, but they never mention the issue of controlled flight. A number of years ago I visited the French Aviation Flight Museum at Le Bourget Aerodrome, Paris. They had a number of restored airplanes that flew about the Wright Brothers time but none of them had roll control, only pitch and yaw. The yaw was with a rudder. After flying the Wright simulator I now really appreciate what the Wright Brothers did. Not only did they have control of pitch and roll, but also they were self-trained to pilots. The other planes had a pilot that had no idea of what he was doing and could not control where he was going. I now understand that having the airplane under full control along with proper training was the key to the Wright Brothers success. If you get a chance to visit the EAA Museum try out the Wright Flyer Simulator and really understand what the two brothers did for us

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Chapter member meet on the second Monday of every month at the Chapter House, Entrance B at Lake Elmo Airport (21D). The House is at the base of the airport beacon.

The newsletter is printed on the first Monday of every month. Parts of the newsletter may be reprinted with appropriate credit.

21D RCO 118.625

21D Unicom: 122.8

TPA: 1932'

Runways: 4-22 (2497' x 75')
 14-32 (2850' x 75')

in the way of food and supplies, give Steve a chance to get over some jet-lag, then head north for Edmonton, Whitecourt, Grand Prairie, Fort St. John, Fort Nelson, Watson Lake, Whitehorse, Northway, Gulkana, and Anchorage – I can recite the route in my sleep, and for all I know, I may have been! I've drawn my lines on the charts, computed fuel requirements, gathered all the camping equipment and required survival gear, weighed it, counted it, weighed it again.... It would be so much easier if we were flying a Skylane, but what would be the point of that!???

This sidebar from the September 2000 issue of Sport Aviation explains how I know we can do this. I had the aircraft camping site next to Jesse and Clifton Korn at Oshkosh 2000, so I have no doubt that two people in a J3 can actually make this trip – I've met two who have. And my J3 has new Temperfoam™ seat cushions, you bet!

The C90 engine, installed in December, is purring nicely after 35 hours of break-in. New shoulder harnesses and fire extinguisher are installed. I found a mailing tube sized to hold a couple of fly rods and fastened it under the rear seat. I can't count on being able to recharge batteries, so I bought a stash of lithium AA batteries for the radio, GPS, headsets and flashlights (did you know non-rechargeable lithium batteries, while lasting longer, weigh about half as much as alkaline?).

The AOPA airport directory is a heavy book, but it also comes in database form for a Palm Pilot. That helps with weight and space. Another very useful Palm gadget is Mr. Laurie Davis' "CoPilot," flight-planning software. There are free downloads for this that give you world-wide airport and waypoint databases, so I have all the airport information for Alaska, Canada and the lower 48 that I'll need for the trip, in a form that makes flight planning very easy. Once you've entered your waypoint list, speed, altitude and wind data, CoPilot gives you a flight plan in exactly the form Flight Service wants it – whether that's US, Canadian, or ICAO. If you haven't already, check this out! (Go to www.palmgear.com/ and search for "CoPilot". Database at <http://navaid.com/CoPilot/>.)

I'm not sure what all we'll do when we get to Alaska, but right away we'll look up a friend of my oldest son who just moved to Anchorage. Her father is there too, and they're both pilots. I have a feeling that by the time we get to Anchorage, we'll have heard many people's suggestions of good things to see and do, and because we're not staying there for six months, we'll have to pick and choose. First on the list is probably a ski-plane trip from Talkeetna around Mount Denali with a glacier landing. Then maybe some fishing, and that's all I know for now. First we have to get there, and that's going to be the trip of a lifetime! You'll hear from me when I return....

Know Before You Go

The AOPA Safety Foundation has added to its impressive list of online offerings with *Know Before You Go*. Using the Flash technology, anyone with a fairly speedy computer and a good Internet connection, can take part in a video interactive presentation about dealing with the post 9/11 world; specifically restricted areas, TFRs, and the niceties of being intercepted.

Making the presentation even more useful is the fact it qualifies as ground instruction under the FAA Wings Program. Print out the spiffy looking certificate with your name already on it, add a few hours of flight instruction and, voila, no BFR required.

You can find the program at the AOPA site at http://www.aopa.org/asf/know_before/.



Ground school is humming

by Art Edhlund

EAA Chapter 54's comfortable new clubhouse at Lake Elmo airport is becoming a busy place. Its a launching platform for new programs and expanding old ones. The Young Eagles flights have increased to nearly every month instead of the once a year events. The national goal of 1 million eagles by Dec 2003 will be met. We have passed the 900,000 mark all ready.

The ages that we appeal to have been stretched out by new programs this year. The Kid Venture event, championed by Scott Olson, gives the kid brothers and sisters of Young Eagle candidates, and their Moms, an aviation experience of their own. This versatile program can be a part of any chapter event with public attendance, and promotes whole family involvement. No lower age limit.

Flying Start programs continue to serve those who want to fly. The annual formal presentations have been expanded to informal one-on-one events between a chapter volunteer pilot and a wanta-be pilot. Wanta-bes are welcome to drop in at the Chapter54 club house on Saturday mornings from about 9 till noon. Several new chapter members have joined from this "Old Eagles" program hosted by Art Edhlund. No upper age limit.

Another new event is the Ground School. This was promoted last fall as "free to chapter 54 members." 15 new members joined and began weekly classes in January on what it takes to pass the FAA written exam for a pilot's license. The classes concluded in May, when students took a practice exam with questions from the real exam pool. Students passing the practice exam with a score of 85 or better were recommended to the FAA examiners to take the actual test. Where a passing score is 70. Paul Anderson, Don Carlson, Gregg St.Claire, and Bill Shanks, Chapter 54 Volunteer licensed instructors, taught the ground school classes.

Though 15 students attended, with intentions to pass the written test, the actual class attendance was about 30! Other Chapter members, already pilots, audited the classes for a refresher on the basics, regulations, and new technology. This was an unexpected member benefit. The interchange between new students and old flyers was very beneficial. Graduates have been offered an introductory flight to try out some of their new knowledge. Paul Liedl is coordinating volunteer pilots for this "graduation present." Those members who took the course and their instructors are urged to attend the June 9th chapter meeting at 7:00 for some special recognition.

This article only mentions a few chapter members. Volunteer pilots for free rides, committee members on the telephone, and ground safety workers, deserve credit for their participation as well. They make the chapter hum!!

The broad spectrum of airport neighbors at all

these programs has revealed what a general aviation airport is about. Moms who bring their kids are asking questions and getting correct answers instead of media inventions. 17 year olds post their Young Eagle award in their bedrooms and sign up for ground school. Working folks are discovering new adventures to add to their lives.

The neighbors who come out are discovering what a wonderfully friendly group those aviators are. It sure is great to have an airport in the neighborhood.

Chapter 54 2003 Scholarships *by Paul Liedl*

This year Chapter 54 was able to offer scholarships to three individuals recommended and sponsored by chapter members. Through a combination of Young Eagle Credits and cash from our education fund, we donated \$1200 toward the EAA Air Academy registration fees of these three individuals.

Genevieve Edhlund is 16 years old and the granddaughter of member Art Edhlund. And yes, Art is Genevieve's sponsor. Genevieve will be attending the Advanced Leadership Camp in July.

Chapter member, Bill Shanks, sponsored Jonathan Lee. Jonathan is also 16 years old and will be attending the same Advanced Leadership Camp as Genevieve. Maybe Grandpa Art should go along as a chaperon. Jonathan has already gotten a jump on the camp curriculum; he has started the construction of a Christavia Mk 1.

Our third scholarship recipient is Jac Courteau. Jac is 14 years old and is attending the Intermediate Aviation Camp, July 8-13. Jac is currently flying radio control models and hopes to make aviation his career. Chapter member Craig Young bought Jac to the attention of our Chapter.

All three scholarship winners were outstanding candidates and I am sure they will make us proud of their achievements in Oshkosh.

Letter of Thanks

Dear Mr. Schanks and EAA Chapter 54,

Thank you so much for providing me with the opportunity to attend this year's air academy. I've been awaiting this opportunity for a long while and will do my best to represent you at the academy. I feel that EAA is like an extended family and the more I do with EAA that point becomes more and more noticeable. This academy experience will enrich my already strong enthusiasm for aviation and homebuilding. As most EAA members have, I have begun the long journey of homebuilding with my Christavia Mk 1. I hope some day to fly it to Oshkosh and to other local fly-ins. I am overwhelmed with the support that is provided from you and your chapter. Thank you so much.

Sincerely

Jonathan Lee

Annual banquet held by Nick Stolley

On Monday, May 12th, 2003, Chapter 54 held its annual banquet at the Lake Elmo Inn. This is a new location for the chapter, having held their gathering at Mancini's for many years. The choice of food was steak, pork chops or walleye. About 40 members and their families attended, including the late Gil Leiter's family.

The guest speaker was Dr. William Schmidt, an Aviation Medical Examiner. He talked about how to deal with the FAA regarding a medical issue, and a laundry list of conditions the FAA will have a problem with. The first thing Dr. Schmidt said to do when sending information to the FAA is to use a parcel service, such as UPS or FedEx. This ensures prompt delivery, and the ability to track where your package is.

Dr Schmidt listed some addresses and a phone number that can be used in the interaction with the FAA. Most information will be sent to:

Medical Appeals Section
 Aerospace Medical Certification Division
 FAA Civil Aerospace Medical Institute
 6700 S. MacArthur Blvd. Room B--13
 Oklahoma City, OK 73169

Alcohol Reports should be sent to:
 FAA Civil Aviation Security Division
 AMC 700
 PO Box 25810
 Oklahoma City, OK 73135

Finally, the phone number for the Great Lakes Regional Flight Surgeon, where various medical related questions can be asked, is: 1 847 294-7491

Project Updates & Tips

Pat Driscoll — Just a note to let you know that I am about to start working on my KR2 variation. I have a picture of my garage that I took last week. I have removed a lot of the stuff (junk) already and have a dumpster coming Monday morning to clear out the rest of it and get ready to build.



Robert Waldron -This info is for anyone in the Chapter that owns an airplane that uses an SC 8.00 Tailwheel Tire. They are VERY expensive through the normal channels. I received this information because of my work with the Fairchild Club. Fairchild Club people, A few of you have Fairchilds that have an SC 8.00 Tailwheel tire. For those of you that need one, Bill Hughes has found a wonderful answer to your needs. Here is what Bill says:

“I have spent many hours on the net locating this tire. It is an oval ribbed tire with almost exactly the same size and contour as the 8 SC we use and that is so hard to find. The tire is a 4 ply tube type tire. The tube has an angle valve stem. The tire and tube size is 2.50 x 3 and has a loading capacity is 220 lbs at 50 psi. I am currently running one with no problem. The tube is EXACTLY the same tube Dresser sells. I know because I have one of Dressers tubes. The tire may be the same but Dresser removes the manufactures name. The cost is \$10.15 for tire and \$3.45 for tube plus \$5.50 for shipping for total amount \$19.10 for one set. You can order using your credit card and they will need your credit card information to process the order. You can email your order to HChang@kendausa.com.

Bob Pittelkow -Thought y'all might be interested in our RV7A in our "hanger" (20 x 24 foot workshop behind the garage). Last Friday (May 9th) was a big day. We hung our new CS prop, properly indexed, on the engine and celebrated a bit. The prop is the new version of the CS with the resonance's moved out of the way. Pictures enclosed. After mounting we removed the top plugs and

Treasurer's Report *By Paul Liedl*

May's Financial Report

Cash on hand	\$ 50.00
Checking Acct.	\$ 931.46
Investments	\$6008.40
Total	\$6989.86

Income in May consisted of \$240 in individual dues, \$5 in donations to the education fund, and \$8.40 in interest for a total of \$253.40

Expenses for the same period were \$1416.57. They consisted of \$270.47 for utilities, \$79.78 in building maintenance, \$985.46 for education (Air Academy), \$12.52 for membership, and \$68.34 for newsletter publication / distribution.

Residential encroachment could threaten 21D

by Marlon Gunderson

The City of Lake Elmo is beginning the process of establishing a design for future development of the Old Village area of Lake Elmo. A slide show of three development options is available on the city web page: <http://www.lakeelmo.org/> under Old Village Design.

Three possible options are presented with varying densities and open spaces. Two Public Forums will be held this summer for citizen feedback on the options. The first is on Tuesday, June 10, 2003 at 7:00 p.m. at the Lake Elmo Elementary School across from Gorman's Cafe.

Of particular concern is Option number 1, which is the least dense and therefore chews up the most space for the given number of housing units the plan hopes to support. This design uses the existing city zoning and is favored by many city residents who want to control growth by requiring lots to be large enough to support their own septic system. The problem: look at the attached slide; it plans for housing right up to Manning Ave across from the airport--under the approach to Rwy 14 or departure from Rwy 32.

Options 2 and 3 both create an open space buffer along Manning Ave in exchange for higher density housing closer to the Village. I suspect the city goal with these two options was to preserve green space, and compatibility with the airport is probably just incidental.

As a Lake Elmo resident, I intend to voice concern about airport compatibility at the public forum, and I encourage any other city resident within Chapter 54 to do the same. I think we should also request that MAC, as the airport owner, send a representative to one of the Forums as well. Perhaps we can discuss this issue at the

*Option 1**Aerial view*

next meeting.

Advice related to this issue can be found at: http://www.aopa.org/asn/land_use/part2.pdf which addresses airport compatible land use and how to achieve it. The subtitle for this article is "Residential Encroachment - An Airport's Death Warrant".

PROJECT UPDATES AND TIPS (Continued from page 5)

turned the prop 90 degrees to keep from walking into it; we got preservative oil all over the place!!



The RV is being built by my son, Mike Pittelkow, his friend Mark Olson and yours truly although I must say they are doing all the work of consequence. I "supervise" when not out flying. Obviously this RV have a "slider" canopy. We've mounted an IO360

Aero Sport engine that uses one regular mag and one Light Speed Electronic Ignition; kind of like wearing a belt and suspenders both! The cockpit will sport a Garmin 530, an electronic engine monitor, AOA, three axis electric trim and other assorted goodies. The "almost IFR" panel will be all electric with two alternators & buses. We're planning to make this a fast cruiser for trips to the West Coast and Florida. I may need to design a pilot relief tube!



In one of the pictures is a three-legged roll-around stand with a tool bag hanging from it. We built three of these last summer before the RV quick-kit arrived and two of them promptly "disappeared" into some-

one else's garage(s). Another picture shows our DAWG, our security "hanger dog".

I'm an retired ole timer, EAA # 23963, but a new member (March) of the Lake Elmo EAA Chapter. I haven't flown for about 25 years so am presently undergoing re-tread flight instruction to get up to speed with all the new rules, etc. Flying a 7AC Champ or a L4 Cub sure was simple back when ships were wood and men were steel!



Calendar of Events

6/7/2003 Superior, WI EAA272 Richard I. Bong Heritage Center Fly in and Festival, Richard I. Bong Airport KSUW Contact Information: Bill Irving 218-590-9277 Email Address: FLYIN@EAA272.ORG <http://www.EAA272.ORG>

6/8/2003 Watertown, WI Wisconsin Aviation 22nd annual open house and airshow, Watertown Municipal RYV Contact Information: Jim Schumacher/Steve Muckerheide 920-261-4567 Email Address: jim.schumacher@wiscosinaviation.com <http://www.wiscosinaviation.com>

6/8/2003 Watertown, WI Wisconsin Aviation 22nd annual open house and airshow, Watertown Municipal RYV Contact Information: Jim Schumacher/Steve Muckerheide 920-261-4567 Email Address: jim.schumacher@wiscosinaviation.com <http://www.wiscosinaviation.com>

6/14/2003 , None International Young Eagles Day, Contact Information: Young Eagles Office 877-806-8902 Email Address: yeagles@eaa.org <http://www.youneagle.org>

6/14/2003 Little Falls, MN Chapter 552 Young Eagles Rally, LXL Contact Information: Tim Mahoney 320-252-2596

6/15/2003 Dodge Center, MN Chapter 100 Fathers Day Fly-In Breakfast, Dodge Center Airport TOB Contact Information: Dan Crandall 507-282-4760 Email Address: Dan@gigtech.com

6/15/2003 Sheboygan Falls, WI 13th Annual Wings and Wheels Pancake Breakfast, Sheboygan County Memorial Airport SBL Contact Information: Glenn Valenstein 920-467-3714 Email Address: trukdoc@charter.net http://www.excel.net/~rmerz/eaa_chapter766.html

6/15/2003 Fergus Falls., MN Chapter 1174 Fly-In Breakfast/ Lunch, Einar Mickelson Field FFM Contact Information: Dennis Fuhrman 218 736 0227

6/19/2003 Cook, MN Cook friends of Aviation Fly-in and breakfast, Cook Municipal Airport KCQM Contact Information: jack schelde 218-666-2586 Email Address: schelde@rangenet.com

6/21/2003 Moose Lake, MN Lake Air Flying Club Annual Fly-In Breakfast, Moose Lake, MN Airport Contact Information: Larry Peterson 218-485-4441

6/21/2003 Wautoma, WI Slip Into Wautoma Fly In, Wautoma Y50 Contact Information: Denis Winter (920)787-5163 Email Address: davreich@aol.com

6/22/2003 Walworth, WI Bigfoot Airport Annual Fly In and Pancake breakfast, Bigfoot Airport 7V3 Contact Information: Jim Bair 262-275-9519 Email Address: jimbair@charter.net

6/29/2003 St. Cloud, MN Festival Fly-In Pancake/Sausage Breakfast, Contact Information: Bill Towle 320-255-7292



EAA Chapter 54
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Classifieds

Holman Hobos Flying Club's Bellanca 7ACA is looking for pilots that want an easy airplane to fly and build time at a low cost. Contact Bill Schanks at 651-645-2420.

I have some used tires that I will give to any Chapter 54 member. I will probably sell them to recycling in a few weeks, if nobody wants them.

They are:

- (2) 6.50 x 10 McCreary 8ply Aircraft type III, some tread left, no checking.
- (1) 6.50 x 10 Arco 6ply Aircraft Type III, Lots of tread, some checking.
- (1) 6.50 x 10 Unknown 6ply, Lots of tread, some checking.

Bob Waldron
rjWaldron@mmpcc.org
651-430-9178

FROM THE EDITOR

In a future issue, I'm still interested in doing an article about flying clubs. I've put an e-mail out to the club a few times and only gotten one response (about the one at Crystal) and that's not good enough for the intent of the article. I'd like to hear from any club members who are involved in flying clubs; how do they work, how much does it cost, what are your experiences, how do/did you join? Please send information in an e-mail to bcol-lins@visi.com

I'd also like to again remind members that the newsletter is only going to be as good as the submissions. There's a lot going on in the chapter, please be sure you tell everyone about it via the newsletter, which — of course — should reflect the extent of our many activities.