



Chapter 54 News

Lake Elmo, Minnesota

October 2002

Program

- Monday October 14
- Social Hour at 7 p.m.
- Meeting at 7:30 p.m. Chapter House, Entrance B, Lake Elmo Airport
- Program: This is the time of the year to brush up on the changing weather patterns associated with the coming of the Fall and Winter flying seasons.
- Speaker: Dale Branch resides in Lake Elmo and is a 30 year veteran of the National Weather Service.

Flying home with a tailwind

by Dan Bergstrom

After several years of looking for a "go to Alaska airplane", I finally found a nice 150 HP W-8 Wittman Tailwind located in Sacramento, CA. After looking at a lot of photos and making several phone calls to the seller, I flew out on Saturday, August 3, 2002 to take a look. I found the Tailwind to be in good mechanical condition with only about 300 hours total time, but in need of new paint or possibly new fabric. Saturday afternoon I inspected the plane, exchanged



money and signed the paper work. Sunday, the seller spent the day flying with me and gave me a good check out in the Tailwind.

Monday morning I lifted off from Sacramento Executive airport at 7:15 A.M. into a hazy sky. Visibility was about 7 miles or so with light winds and no clouds. I put my "Benson's Airport" cross country training to use right awayI found Interstate 80 and started heading east. As soon as I was clear of the controlled airspace around Sacramento, I started climbing at 120 mph up to 11,500 feet to clear the Sierra Nevada Mountains.

The Tailwind was still climbing at 250 fpm when I leveled off, the air was smooth and the view was great. The view of Lake Tahoe off to

the south was just spectacular ! At 11,500 feet the air temp was 14 degrees C, I was running 2350 RPM, 19 inch manifold pressure with a ground speed of 185 mph. I was starting to really like that Tailwind.

As I crossed into Nevada, I contacted Reno approach, told them I was bound for Minnesota, following Interstate

80 and requested "flight following over the top".

The controller gave me a transponder code and that was the only time I talked with him until he terminated service east of Reno. Out across the Nevada

desert the ground speed crept up to 208 mph for the best speed of the trip. The air remained smooth but became very hazy and smoky, since the forest fires out West were burning and the visibility dropped to 10 to 15 miles or so. It was kind of neat to see mountains jutting out of the smoke-filled desert basin. There sure is a lot of dry, brown, empty ground in Nevada.....I kept Interstate 80 real close during this part of the trip.

My first fuel stop was at Elko, NV at 9:30 A.M. At 403 miles, this was my longest leg of the trip but had the highest average ground speed at 179 mph. Elko has a field elevation of 5140 ft. and a 7213 ft. long runway which I was able to hit on the first try. I refueled with 20.5 gallons of LL

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President's Column

by Dale Rupp

EAA Chapter 54



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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'

All successful organizations have some sort of document that outlines their reason for being an organization. We need such a statement that differentiates us from the Lions or the Eagles for example. We are an organization that is built around aviation; specifically home-building; rebuilding old airplanes, flying and encouraging the youths and any one else that is interested in our passion. Here is a draft of such a mission statement:

EAA Chapter 54 is a group of people that are interested in building airplanes, rebuilding old airplanes and flying airplanes. In order to pass on our aviation passion to the youth we have programs that introduce them to all facets of aviation.

This is a draft so let's discuss it at the October meeting. I am aiming for a short concise statement that says who we are.

Roof

Friday and Saturday September 27th and 29th Gary Miller's crew installed a new roof on the chapter house. The crewmembers were **Dave Fiebiger, Dan Bergstrom, Paul Liedl, Al Kupferschmidt, Dick Stright, Jim Lund, Tom Brown, Jim Michalski, Scott Olson, and Jim M.** (sorry I didn't get his last name. He is a non-member but an excellent roofer. I am sure that Olson will make sure that he becomes a member.). I helped on the roof a little until my legs gave out. **Bill Shanks**, retired chef, provide the chili lunch. Gary told me the roof would be done by noon on Saturday and it was. They beat the rain by about an hour. We are now ready for the good old Minnesota winter.

Landings

All summer I left the door to my hanger open. My hanger door faces the approach to runway 14. During the day I observe and grade the different techniques used perform this most difficult maneuver. The first you have is the student pilot who is afraid of the ground They are 100 feet high over the numbers. I wait to hear the roar of the engine on the go around. Some times I hear the chirp of the tires. In either case I wait to see if they are lower on the next try. They usually are, but not low enough to land in the first third of the runway.

The second type of approach is the hot dog that is afraid to stall and is at least 15 MPH above Vso 1.3. They complain that their airplane floats. If they flew it the proper speed on short final, it would not float.

The third one is the dragster. They are so far back on the power curve that they have to use full power to make the runway. They come across Manning just high enough to clear the traffic. The fourth is the one I enjoy the most. They have a stabilized approach through the whole landing pattern. On short final they are at idle and they touch down near the numbers. If it is a tail dragger you hear two fast chirps of the upwind main and tail wheel hitting followed a short while by the downwind main wheel. I know the pilot is smiling to himself. That is the landing we all want to make and sometimes do. I love landings, and if I practice long enough I will get it right.

Practice is the key. Practice to land somewhere in the first third of the runway, not beyond it. You can always do it if you have a stabilized approach. Last, land down the center of the runway. That way when you land on a really narrow the runway you will never have any problem.



Ed Hommer

by Phil Scott (AOPA Pilot)

In 1980 Ed Hommer of Duluth was flying the Alaskan bush in a Cessna 185. On this December day he had picked up three tourists from the airport at Talkeetna, Alaska, for a round-robin trip to Denali, or Mount McKinley as it used to be called.

The flight was supposed to last an hour and a half at most, but something freakish and terrible happened. While circling America's tallest peak at 11,000 feet, a downdraft grabbed the Cessna and slammed it into the mountainside.

Hommer managed to radio his position to mountain rescue, which launched an exhaustive attempt to reach the downed Cessna. Rescuers sent out two Army Chinook helicopters carrying Air Force parachute jumpers and a team of climbers from the Northern Warfare Training Center at nearby Fort Greeley. "It was a pretty big operation," the 46-year-old Hommer recalls.

At that time of the year the day lasts only six hours, and it got dark quickly. Then things turned from bad to worse: A severe winter storm moved in. "They knew where we were," Hommer says, "but they couldn't get to us." They were trapped on the mountainside in sub-zero stormy weather for five days. By the time help arrived, two of the passengers had died from exposure and injuries. Hommer was in bad shape, too. His feet had frozen, and doctors in Anchorage had to amputate above the ankles.

He spent four and a half months recovering in the hospital. And he grew depressed. Hommer, after all, had always been active. In 1974 he'd joined the 82nd Airborne Division and was discharged as a sergeant in 1978; in 1975 Hommer started mountain climbing. And in 1978 he earned his pilot certificate. Now the skydiving, the mountain climbing, the flying ? all that was shot down.

"I didn't know what I was going to do with my life," he recalls. "I had a wife, a kid, no job, and no feet." About 10 months after his crash, a friend brought over a gift that would change Hommer's life. It was a book titled *Reach for the Sky*, by Douglas Bader. Bader was a Royal Air Force pilot who seriously injured himself crashing a biplane fighter in 1931. Doctors amputated both legs ? one of them above the knee.

His military career was effectively over. But the RAF grew so desperate for pilots during the Battle of Britain that they put Bader in a Supermarine Spitfire, wearing his "tin legs," naturally. By 1940 "Tin Legs" Bader had owned 22 German airplanes and was in charge of his own squadron. While flying over France in 1941 he shot down two German aircraft. His Spitfire, however, was cut in half by a German's prop. He bailed out but one of his tin feet got caught in the cockpit. He unstrapped the leg and hit the silk. On the ground the Germans caught him and, not sure what to make

of the legless pilot, put him in the hospital. In a bizarre act of decency they arranged with the Brits to drop another leg for him. He strapped that one on and within 48 hours escaped the hospital.

The Germans caught him and put him in a POW camp, from which he escaped several times ? and was recaptured each time. Finally the Nazis locked Bader up in escape-proof Colditz Castle, where he waited out the war.

"Literally, reading that book helped me turn my life around," explains Hommer. "It instilled in me the resolve to return to aviation." Four months later he received his medical waiver, and today he flies in the right seat of MD-80s.

But there was something more he wanted to accomplish: He wanted to summit the tallest mountain in the world, Mount Everest. In August 2001, he and a small team set out with a 55-day permit from the Chinese government to climb the north face.

Hommer would be the first footless man to reach the 29,035-foot peak. The team was delayed by weather, and they managed to reach 26,000 feet. Before they could make the final push their permits expired ? and Chi.a refused to extend them. On October 15, they left the mountain. "I was disappointed, but you come away stronger and richer for the experience," he says. "That mountain's going to be there a long time ? it's not going anywhere."

But he is: He's going back in the spring of 2003. Meanwhile, he's written a book on his experience titled *The Hill* (Rodale Press). And he says he's going to keep flying airliners until retirement.

Ed Hommer, a man who could overcome almost any setback, died on Monday after being hit by a large rock on Mount Ranier in Washington state. Hommer, 46, a double amputee and pilot for American Airlines, was training to climb Mount Everest. His life story was that of triumph and survival despite long odds. In 1981, Hommer was flying a small airplane that crashed into the side of Mount McKinley. He spent five days in subzero temperatures along with one other survivor before they were rescued. Having battled depression and alcoholism, it took Hommer 20 years to recover from the crash. Using modern prosthetics, Hommer learned to run, bike, and mountain climb. In 1999 he climbed, McKinley, the mountain that almost took his life. He also returned to flying. He is the author of *The Hill* and was featured in the [October issue of AOPA Pilot](#), which is reprinted above.

Magneto Timing, Bendix Mags

by Jim Montague

Let's go through the steps to time Bendix Magnetos to an 0-320 Lycoming.

Start with the assumption that the engine cowl, old mags and the ignition harness and upper plugs have been removed.

The Bendix mags don't have a simple "P" lead post to attach the "P" lead wire from the ignition switch. Instead you will see a threaded receptacle on the back of the mag inside of which is a contact spring. If the airplane we are working on has had Bendix mags installed previously, great, the contact "cigarette" and noise filter capacitor are there; otherwise the parts must be obtained. The noise filter can be purchased from Aircraft Spruce.

In one of the great mysteries of aviation, the contact "cigarette" kit is hard to find but we found them for sale recently thru Sacramento Sky Ranch.

Rotate the prop to locate the firing mark. Remember, there are two marks on most 0-320 starter rings. With #1 cylinder on its compression stroke align one mark with the split in the case as viewed from the top and the other mark with a dot stamped in the starter housing. This is the engine firing position.

The magneto firing position can be determined by removing a little plug at the top of the mag and rotating the mag until a red marked tooth on a plastic gear appears in the hole.

A tool is available to engage the gear and prevent the mag from rotating off the firing position. Some "purists" advise against using this tool, pointing out that if the prop is rotated with it in place, the plastic gear will become stripped. Big deal, just don't move the prop! It's not much different than the timing pin in a Slick mag. If the prop is turned with the timing pin in place, magneto damage will occur also.

With the engine in its firing position and the mag in its firing position again all that is necessary is to slide the mag into position and tighten the hold down nuts. The Bendix mag has attach "ears" so it does not rotate as far as the Slick mag for fine timing. If the mag cannot be rotated far enough to get it to fire

at the 25 degree mark it will have to be removed and a new tooth engaged to the engine.

To fine time the mags, the timing light wires are hooked into the primary circuit, the screw at the noise filter is the best point. If the "P" lead wires to the ignition switch are attached at this time, the ignition switch must be "on" for the timing operation.

On some installations, the timing light will have to be attached at the back of the ignition switch. Bump the prop forward to the 25 degree mark. When the points open in a given mag, the light goes out. Most timing lights have a red and a green light. Time both mags to 25 degrees being careful not to move the prop too far and pick up the impulse coupling on the left mag. If the impulse coupling becomes engaged, the timing will be off almost 30 degrees.

After the timing is set, make sure the impulse was not engaged by double checking the timing. Rotate the prop forward two revolutions then forward a little more to approxi-

mately top dead center where the impulse coupling will "click" - then back off to about 27 degrees and bump the prop up to verify the points open at 25 degrees.

A 6-cylinder engine uses a similar procedure. One precaution - the impulse coupling is easier to accidentally get engaged on a 6 cylinder engine. Be sure to double check the timing. A Continental engine is also similar, but remember #1 cylinder is the right rear instead of the right forward. Also, look at the timing mark on the crankshaft flange from the bottom on the Continental. Big Continentals have a removable plug in the case for timing marks. Most Continentals have impulse couplings on both mags

If you are doing magneto timing for the first time, get some help from someone who has done it before. I have tried to mention the big things but may have skimmed over some details in this short note!



Slick magneto with timing pin inserted

Jim Montague can be reached when the timing is right at Swift31B@aol.com.

Treasurer's Report *By Paul Liedl* September's Financial Report

Cash on hand	\$ 55.00
Checking Acct.	\$1340.94
Investments.	<u>\$6000.00</u>
Total	\$7395.94

Income in July consisted of \$225 in individual dues.

Expenses for the same period were \$702.82. They consisted of \$38.39 in chapter house expenses, \$405.60 for EAA 2003 Calendars, \$81.68 for newsletter publication / distribution, \$30.83 in expenses for the roofing project, and \$146.32 in pancake breakfast expenses.

Your Airplane on CD-Rom

In the past, people could request that the FAA send them copies of the history of their airplane. The primary documents that could be retrieved, were the registrations (every owner and date of sale, since the aircraft was produced), and the Repairs and Alterations (337's) that had been filed with the FAA. These documents were available in either Paper, or Microfiche.

The FAA has recently made these documents available on CD ROM. You can order the documents on-line. The CD will arrive in a week, along with a bill for \$5.00. This is a bit more convenient than microfiche and paper, and in some cases is much better quality.

To order your CD, go to <http://diy.dot.gov>, click on FAA, then click on Aircraft Payments. It is not too intuitive yet, and you have to enter your name and address twice, but it works. I suggest that you order documents for one airplane at a time, 'cause the multiple airplane option

WHEN IN INTERNATIONAL FALLS....

I have been doing volunteer mercy flights for a long time with Airlife line and for the past several years for Wings of mercy. I would like to tell you about the last flight I had to International Falls with a five year old cancer patient. When we arrived at International Falls, the FBO manager greeted us and asked if we needed fuel. I replied that we had enough fuel for our return flight. He said that I did not understand. He would like to donate the fuel as his share of this volunteer flight. I was taken back by his generosity. We usually feel lucky if they just wave the landing fee, witch does not always happen. The FBO manager gave our little passenger some gifts and let us use an almost new car to go get some lunch.

The reason I am reporting this is in hopes that someday if you are smashing bugs in the International Falls area and you need fuel, you will think of the good deeds these people are doing and get your fuel with them. I know I will.

— Gary Miller

Classifieds & Notes

The estate of former Chapter 54 President Jerry Laundry has the following aircraft related parts for sale:
Scott tailwheel

5.00 x 5 axles, rims, disks, calipers and tubes (no tires)
Brake linings, rivets and riveter New starter switch and keys Directional gyro Altimeter and miscellaneous gauges. One set of factory-built single-place rudder pedals . Turner T-40 fuselage. Two spruce wing spars with rough cut aluminum spar straps.

Spruce

3/4 x 7 x 10' 8 pieces

3/4 x 6 x 10' 2 pieces

Mahogany plywood

1/4 x 4 x 4 1 piece

1/8 x 2 x 8 2 pieces

1/8 x 4 x 8 7 pieces

3/32 x 4 x 8 5 pieces

4130 Steel

1 3/8 OD x 1/6 4 ft.

7/8 OD x 1/16 10 ft.

7/8 OD x 1/16 7 ft.

7/8 OD x .049 5 ft

7/8 OD x .049 7 ft

A few short pieces of streamline tubing

Taking offers on everything except the plywood and spruce. Asking 70 percent of book value on that. For further information contact Jim Olson at 651-484-9459 or at flynhobo@thetoolbuilder.com

MAKE A DATE

I will have a limited supply of the 2003 EAA Calendars at the next meeting. The calendars are more expensive this year and the chapter will be charging \$10.00 per copy.— Paul Hove

GOT A HANGAR?

I am just about able to move my RV-4 out to Lake Elmo for final assembly. Although I have a perfectly good hangar, it is not heated and I am beginning to see that my timing is perfect... about the time I'll be working out all the details, winter will strike. I'd like to ask if anyone may have some well-heated and well-lit hangar space available for rent temporarily this winter. If so, please contact me at dougweil@pressenter.com.

-Doug Weiler

GOT A MINUTE?

No minutes of the September meeting are available.

FLYING HOME WITH A TAILWIND(Continued from page 1)

100, cranked up at 10:00 A.M. on the dot and did my first desert take off in a short wing, W-8 Tailwind. The temp was in the low 80s already and there was a light west wind down the runway. I leaned the mixture before taking the runway.....more by guess than anything else. The roll was about 1,500 feet or so when the Tailwind flew herself off at an indicated 65 mph. I leveled off at about 20 feet or so and just flew down the runway building up speed. When she reached a 140 mph, I did a slow climbing turn out to the east again and picked up Interstate 80. I climbed back up to 11,500 and headed for Salt Lake City.

The really nice thing about Interstate 80 is that it takes you through a VFR corridor through the Great Basin, west of Salt Lake. There are a number of restricted areas on either side of the road with F-16s from Hill AFB roaring in and out of them. I saw a pair of F-16s cross two miles or so in front of me at 11,500 about 40 miles west of Salt Lake; they looked black against the hazy, smoked-filled sky. I was now directly over US 80 at this point and hoping the transponder was working.

Thirty-five miles West of Salt Lake City I called approach, told them that I was eastbound for Minnesota, following the Interstate, and requested "Flight following over the top". They were busy, but the controller took me right over the top of Salt Lake Int'l. at 11,500. I got a very good look at a Southwest Boeing 737 that crossed ahead and 500 ft higher than me and then I watched a Utah ANG KC-10 pass behind and below methat sucker was big ! Crossing Salt Lake City was the most stressful part of the entire trip, the only good thing was that the ground speed was 185 mph and it did not take too long to get Salt Lake behind me.

Once I got by Salt Lake the rest of the trip was all downhill. I began a slow let down into Rock Springs, WY which is at an elevation of 6760 ft. The runway is 10,000 ft long and 150 ft wide, a Tailwind runway for sure ! I had read somewhere about the length of runway required for a Tailwind to be as follows: " If you can see the end of the runway.....it ain't not long enough! " This runway was long enough.

While paying for my fuel I watched a group of mechanics busy working on the engine of a Dassault business jet out on the ramp. A group of executives and two pilots waited impatiently in the lobby for the repairs to be made. The corporate pilot was a nice guy and I talked with him for a few minutes about the joys and frustration of air travel. As I turned to leave, I reminded him of the old saying "Time to spare ? Go by air" to which he replied....." More time yet? Take a jet! " We both had a good laugh.

The 325 miles between Rock Springs to Chadron, Nebraska was a nice ride. The ground below was less hostile so I left Interstate 80 near Rawlins and started flying

GPS, straight line. I crossed under a small weather front, hit a little rain and picked up a headwind for the first time that day. My ground speed dropped to 148 mph. I landed at Chadron, Nebraska, refueled and headed off for Huron, S.D. for my last stop of the day.

My ground speed was now down to 133 mph and I was flying at about 500 agl to stay out of low clouds over South Dakota. I arrived at Huron at 7:45 P.M. and landed into a gusty SE 25 mph wind that was right down the runway. The Tailwind handled the wind well and the landing was not a problem. (The Tailwind has a wing area of only 90 square feet and is really a boat anchor until it is going about 75 mph, the 25 mph wind caused a little wing rocking but not much else.)

There is a nice restaurant at the Huron terminal building, much like the Eau Claire airport. After dinner, I called the Crossroads Hotel and asked if they would send someone over to pick me up. A car was waiting for me as I finished tying the Tailwind down for the night, really good folks. I got a nice, big room for \$ 48 and Scandinavian clean!

Tuesday morning was raining and windy in Huron, I had to wait until about noon to take off. The wind was SE 25 mph gusting to 30 mph right down runway 12, the guy at the Flight Service Station told me that the wind was about normal. I took off and headed east at about 500 ft. agl, it was a rough ride for about 75 miles until I flew out from under the front. This stretch had the slowest ground speed of the trip. I was running 2000 RPMs, showing a 119 MPH ground speed and got bounced around a little. The average speed for the entire Huron to Lake Elmo ride was 136 mph with the landing at 2:15 P.M.

The Tailwind ran fine without any problems all the way home. It is a nice cross country airplane that is really very easy to fly and much easier to land than you would expect. I have less than 20 hours in it as of Oct 5, but it appears that it has an honest 150 mph cruise speed at 3000 ft. and 2350 RPMs. Stall speed with flaps and a little power is 55 mph.

BY THE NUMBERS

Distance flown: 1,671 miles according to my GPS. (Interstate 80 is not straight... but it is smooth.)

Flight time: 11.4 hours

Average speed: 146.6 MPH (highest ground speed 208 mph; lowest 119 mph)

Fuel burn per hour: 8.3 GPH (94.6 Gallons for the trip.)

Best of the Rest

News from other area EAA Chapters

Frank Hanish is hanging it up at EAA Chapter 25. Frank has been in charge of operations at the chapter for 8 years! The line of succession is a bit cloudy in this outstanding chapter, because Vice President Ed Hansen has also indicated he will not be a candidate for office. Learn more with the chapter's award-winning newsletter at:

<http://home.mn.rr.com/petegavin/ea25/ea25209.pdf>

SportAir Workshops in Twin Cities

EAA will be holding an Aircraft Builders Workshop on Saturday and Sunday, November 2nd & 3rd, in Minneapolis. These two-day courses will introduce participants to the joys of building your own aircraft while providing the knowledge and experience necessary to do it safely. EAA will be offering the following hands-on courses:

Introduction to Aircraft Building: This two-day course provides an overview for the person who is undecided about whether to build an airplane or what type of airplane to construct. All of the options available are discussed along with "hands-on" workshops in fabric covering, sheet metal construction and composite construction. After the workshop, you should be able to make educated decisions as to whether building or restoring an aircraft is for you. Tuition for EAA members is \$209.

Sheet Metal: This two-day course prepares you to build any sheet metal kit aircraft and teaches the procedures for sheet metal repairs. There is a discussion of all the basics including types of aluminum, rivets, tools, cutting, drilling, deburring, countersinking, and riveting. Tuition for EAA members is \$289.

Fabric Covering: This two-day course prepares you to cover any type of aircraft, whether certified or experimental. Using the Poly-Fiber Covering System, the class will cover DC-3 ailerons. All steps are demonstrated and practiced, including preparation, gluing the fabric, shrinking, rib stitching, taping and spraying. Repair procedures will also be discussed and practiced. Tuition for EAA members is \$259.

Composite Construction: This two-day course provides you with everything you need to know to begin building a composite aircraft. The course will provide a complete discussion of core materials, reinforcement materials, and different types of resin systems. The hands-on portion includes such skills as bonding, hot-wire cutting, and lay-ups. Tuition for EAA members is \$259.

What's Involved in Kit Building? This Saturday evening seminar is a fact-filled discussion of regulations and paperwork, the workspace required, the time commitment needed, the financial investment and insurance considerations. May be taken in conjunction with other workshops. Tuition for EAA members is \$25 and includes a pizza dinner. The courses are instructed by experts that not only know the subject matter but know how to teach!

To enroll or learn more about the EAA SportAir Workshops, visit our website www.sportair.com or call 1-800-967-5746.

Young Eagles Update *Al Kupferschmidt*

I am working on setting up an Eagle Event for the morning of October 26th. We have a Boy Scout group that is working on their Aviation Merit Badges. My assistant Gary Miller has the directions for qualifying the kids. I will bring this up at the regular meeting, also. There could be up to 20 kids. Will need 4-5 airplanes and pilots and some ground crew. Those pilots interested in flying YE's can be thinking about their schedules. They may e-mail me or call 651-777-9257 raeandal@msn.com

New roof for the chapter house

Here are some photos from the Chapter House "re-roofing party," which was held on Sept. 29. Photos courtesy of Patrick Driscoll.



KidVenture for 54?

By Scott Olson

We are proposing the formation of a local "Kid Venture" outreach as part of our Education Committee to grow 54 membership and revenue. This plan has been unanimously approved by the board. At the October meeting, we need a "motion" brought forward and passed to "approve formation of a local Kid Venture".

Paul H. Poberezny is one of the most decorated men in the international aviation community, having received literally hundreds of trophies, awards, and honors for his countless contributions to the world of flight. Paul organized the first fly-in in 1953, the same year he founded EAA in the basement of his Hales Corners, WI, home. His wife, Audrey, or Paul could have never dreamed that there would be diaper changing stations every 100 yards apart at AirVenture 2002 50 years later. EAA has transformed (changed) into the worlds premiere - Fantastic, Fun, Family Flying event. It is no longer an event just for Dad. Now Oskosh (AirVenture) is for older than 50 and younger than four. As long as a child can recognize the sound of an airplane overhead and point with his finger up in the sky they can be educated and he can fly.

What hasn't changed 50 years later is Paul's values and beliefs. This year at AirVenture 2002 I was walking along the road near Paul and Audrey's home in Scholler Park and I quickly took my camera out while Paul, Audrey and, I think, his daughter-in-law were coming out their driveway in "Red One". Paul stopped the car and gave me the signal; you know... the signal — the same signal you might think of when Charles E. "Chuck" Yeager Chairman, EAA Young Eagles became the first man to fly faster than the speed of sound. How polite, How inspiring and how proud that makes me feel as an EAA member. I love EAA.

Chapter 54 would like to continue being a change agent for EAA and help teach science and math through EAA Air Academy, Young Eagles and now through the formation of Kid Venture. We are indeed lucky to have dedicated professionals that are willing to give their time and expertise to help promote sport aviation and to ensure that it can be enjoyed in the future by children from our grassroot efforts.

September 11, 2001 will be recorded in the history books as the day that brought incredible shock, tears and anger to the nation. Our freedom of flight has been challenged. This act of terrorism has taken a horrid toll upon all our people, many are still in shock over this unforgivable disregard for human life. I hope - in some small way - that Chapter 54 can exhibit our fore fathers history and dreams of teaching our kids the basics of appreciating God and country through the spirit of flight. Look at the appreciation and joy of simple activities with young kids!



Today most kid's that visit KidVenture at AirVenture will grow up to love EAA and sport aviation. We need to inform more kids through KidVenture. As a 501C3 organization we are legally bound to educate.

Chapter 54 will be educating America's aviation history by celebrating EAA's Countdown to Kitty Hawk and by involving kids in building a model Wright Flyer through our first proposed Kid Venture activity.

Grade school and junior high students will learn more about aviation and the founding fathers of flight — the Wright brothers. They will also participate in fun activities and games at Chapter 54 kids event(s). You can learn more about Kid Venture activities through the kids links and aviation games at www.eaa.org

Paul Poberezny started building plans and kits to save homebuilders money who could not afford to purchase conventional airplanes. Today you can buy a nice Bonanza for a fraction of the cost of a homebuilt — say a Lancair. Times have changed. EAA has changed. Chapter 54 has changed.

You literally have to be a millionaire to go to Oshkosh and order some of the new homebuilts, especially if you want a powerplant and instruments with it. Some of our Chapter 54 members are lawyers, doctors, CEOs, White collar executive members that will probably never build an airplane or need to learn how to rivet or rib stitch, yet still have the passion and love for the sport of aviation. Chapter 54 needs to provide everyone opportunities to actively participate here at Lake Elmo 21D.

The new Membership Committee and the new Education Committee will work closely together for the next several months to develop plans to evolve the chapter to be better suited for new members and to educate and inspire kids in science and math through the spirit of sport aviation. Thank You for your support and renew on time!





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High Flight

*Oh, I have stirred the slurry bonding mix,
And dreamed of the day I'd finish the wings;*

*Forever I've stippled, and peel plied the boxy fuselage,
Which is still a boat - and done a hundred things*

*I had never dreamed of - scratched and squinted and
swore
Down in my basement Stooping there,*

*I've chased a wayward AN bolt and knocked
My wet lay-up to the ground.*

*Read, re-read the long, detailed instruction book I've still
done dumb things with easy grace
Which never Vance or Nat would do.*

*And, whenever my clammy, rubber mask I've worn A
sudden, uncontrollable itch begins
Put up my hand, and epoxyed my face again.*

Plane of the Month



Send guesses to birdmann@attbi.com.