



Chapter 54 News

Lake Elmo, Minnesota

April 2003

Looking for inspiration

by Bob Collins

Program

- Monday April 14, 2003
- Social Hour at 7 p.m.
- Meeting at 7:30 p.m.
Chapter House, Entrance B, Lake Elmo Airport
- Program: The care and welfare of aircraft propellers

Speaker: Conrad "Butch" Maxwell President and owner of Maxwell Aircraft Services at Crystal Airport. Butch has over 40 years of experience maintaining GA aircraft.



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Now that the empennage on my RV-7A is finished (except for the rudder that's being redesigned by Van's because he didn't like the spin characteristics), and the fiberglass tips that I don't wish to ruin yet, I was unable to putter much around the house a few Saturdays ago.

So I hopped in the car and headed for 21D to see if there was anyone working on projects. I've had Tom Gibbons' Pulsar video for the last few months and it was time to return it to him, so I stopped in to see if he was home and, hopefully, get a look at his project.

Tom has an envious homestead, just off the departure end of runway 22. He built most of his home himself, so the idea of building a plane is hardly the aviation version of "a bridge too far." Fortunately, Tom was home and with

the video quickly returned, I got the royal tour.

He's got a large basement that is segmented nicely with a well-stocked workshop in one half, and the Pulsar sitting pretty on the other side. Tom, who works for American Airlines, built his own house.

Although I've now forgotten which version of the Pulsar is under construction, it's a nifty bird that looks to be at the "90% done, 90% to go stage."

The Pulsar is a composite aircraft that requires knowledge of glassing, obviously, as well as woodworking and metal work. It has about a 25 foot wingspan and will zip around at about 160 knots. Tom has hung a Jabiru engine on it, which looks great! The Pulsar has quick disconnect pins allow for taking the wings apart and loading it on a trailer in 30 minutes for storing the airplane at home. Of course in Tom's case, he

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President's Column

Back Home

by Dale Rupp

We, Joan and I, are back in Minnesota; in fact we have been since the first of March. We tried to get away from the cold in January but it followed us to the Rockport area of Texas where we only had a few 70-degree days. I know, poor us, but the rest was in the time it was in the low 40s. The weather gods continued to have it in for us even on the way home. When we crossed the Iowa Minnesota border we ran in to a blinding snow-storm. Isn't Minnesota a great place to live. Next year we will leave the first part of February and come home in March.

My RV-6 project has been in a holding pattern since last November. As most of you know the Holman Hobos Taylorcraft L2-B was badly damaged in a propping accident and was replaced with a Bellanca 7ACA that was in need of what we thought were minor repairs. Bill Schanks and I had estimated that it would take 6 days to patch up the belly skin and make a few other minor repairs and then be back flying it again. Bill had just flown it from Pennsylvania so we knew it was flyable, or so we thought. Over a cup of coffee Bill and I had created a "gig" list and a repair schedule on a napkin of 6 or 8 items to be addressed. If we used the heated hanger I was building my RV-6 in we could finish the work in 6 days. In the meantime my RV-6 would sit in the cold Hobos hanger, but, hey, it is only going to be 6 days.

The first thing that happened was that the "gig" list started to grow as we addressed each item. For example, the propeller had nicks in the tips. The prudent thing to do was take it over to Maxwell Propeller and get their expert advice. The said it could be refinished and we could have it back in mid January. There went our 6 day estimate. So we figured as long as we can't fly the Bellanca 7ACA, which I have now named the "Chump", let's do the annual at the same time. Now we really started to find items to add to the "gig" list. Every time we looked at one item on the "gig" list 2 more surfaced, and the list kept growing not receding.

Well, to make a long story short, the "Chump" was completed and test flown by Schanks. The best part was that I was able to start back to work on my RV-6 project but after 4 months not 6 days. When I flew the "Chump" I did not like the way the tailwheel acted on taxiing. So I took it apart and found that the horn detents were so worn that the rudder could not hold the tailwheel as you steer on the ground. I had to use brakes to steer while taxiing. With a new \$202.00 Scott part the tailwheel worked like a "Champ". I could steer it like my old Taylorcraft. All the time the Bellanca 7ACA was in my heated hanger we had the excellent help from Jim Olson, Dave Fiebiger, Al Kupferschmidt, Al Burns and of course our leader Bill Schanks. I also contributed the tools, a few bruised knuckles and a newly fabricated heat muff. The Hobos new airplane is no longer a "Chump" but is now a real "Champ". I like it!

Are you planning to attend the OSH work party May 3 and 4? I am putting together the list for the EAA. I have 6 or 8 that are already committed. It looks like we will have a couple of Vans going so there will be transportation to OSH. The EAA provides food and lodging, all we need is you. Gill Lieter had a nice write-up on the work party in one of the last newsletters. It will give you an excellent idea of what the work party is all about. Let me know if you want to attend by phone, e-mail or at the meeting April 14th.

(Continued on page 6)

EAA Chapter 54



President

Dale Rupp
DaleRupp@email.msn.com

Vice President

Paul Hove
Paul.Hove@guidant.com

Treasurer

Paul Liedl
liedlp@inflight.net

Secretary

Nick Stolley
AIRPLANEIT@aol.com

Education Director

Art Edhlund
aedhlund@hotmail.com

Events Director

Tim Reberg
651-730-8574
tim2485@juno.com

Housing Director

Dave Fiebiger

Membership Director

Scott Olson
scotto0125@attbi.com

Newsletter Editor

Bob Collins
bcollins@visi.com

Past President

Bill Schanks

Young Eagles Director

Al Kupferschmidt

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.



TECHNICAL COUNSELOR REPORT

Awakenings

by Bill Schanks

Here it is, springtime again; time to check out the airplane that has been sitting in the hangar all winter and time to take the brain out of neutral; time to think about fly-in breakfasts, flights to other airports, and Young Eagle flights. But first, as usual, we have to do a pretty good pre-flight inspection. Maybe we need to charge up the battery that's been sitting idle for a couple of months, take a good look at the fuel for contamination, look inside the cowl for bird nests or evidence of rodent presence, wipe off the accumulation of dust, (this is a good way to take a really good look at the airplane overall) clean off all the glass, check out the brake disks for corrosion and fill the tires up with the proper air pressure. Having done all of this put your brain in gear and prepare to go fly the airplane and bush up on you piloting skills. The more you fly the greater your comfort level. The greater your comfort level the better your skill.

Speaking of comfort level, I just downloaded and printed the NOTAM for AirVenture Oshkosh 2003. The arrival procedures for the fly-in have really grown in their complexities. If you plan to fly in to the convention this stuff is mandatory reading. The NOTAM is 30 pages long. It took me an hour to download and print. There's a lot of stuff in there that you absolutely need to know if you're planning to fly in. It takes quite a bit of reading and studying to absorb it all. Trying to read it and learn it while you're flying the arrival procedure is not a good thing to do. There are several procedures; each one identified by a different color, and each different procedure is dependant on wind direction, which dictates active runway. You can find the NOTAM by going in to the EAA website, <http://www.eaa.org>. It has just been released. You can read it or you can download it and print it, or, you can call 1-800-564-6322 to tell them you would like your free copy and they will mail it to you as soon as it comes from the printer. (About May 1 s t)

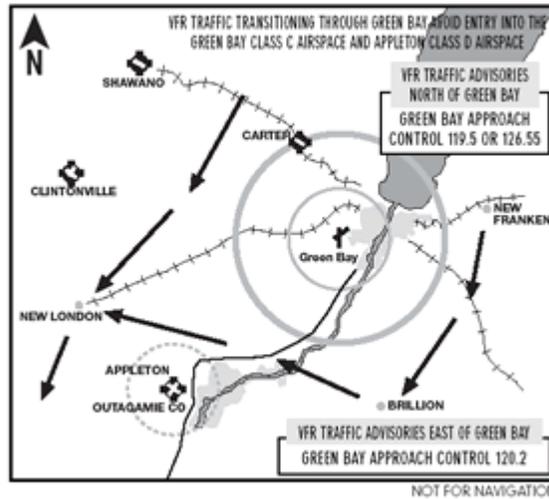
If you are planning to fly to AirVenture 2003, I recommend that you really brush up on your piloting skills. In reading the accident reports that have happened during fly-ins at Oshkosh and at Sun and Fun, my observation is that the majority of the accidents that happen in the arrival patterns are caused because of pilot nervousness and failure to follow controller instruction and deviation from procedures. I spend a month at Oshkosh every summer and I have a little leisure time during the fly-in so I like to park my air-conditioned truck by the north T-hangars alongside runway 9/27 and observe the arrivals. I have a hand held transceiver so I'm able to monitor the frequency. It's amazing to see the differences in skill levels

among the arriving pilots. There are three different colored dots on the runway placed at different distances down the runway. Pilots are instructed to put it on the white dot or the orange dot etc. It's not unusual for two airplanes to touch down simultaneously, each on a different colored dot about a thousand feet apart. Many airplanes are lined up on the downwind, base leg and final, single file, pretty close together. When a pilot is instructed to land on the dot furthest down the runway in order to enable the guy behind

him to land on the closer dot at the same time, and he fails to do that by landing too short, it can mess up the whole pattern. The guy who is supposed to land on the closest dot, for safety's sake, is required to do a go around and try to fit back in to the busy pattern. You see what can happen? Anxiety levels increase, piloting skills decrease, attention span decreases, you get behind the curve and start to lose control. I see that very thing happen quite often. The way to avoid that is to practice. While you're flying the pattern at Lake Elmo, put an

imaginary dot 1/3 of the way down the runway and try to land on it. The runway is a little short to do much more than that but if you can do it a half dozen times in succession precisely, you get the idea.

So, if you're planning to fly to Airventure 2003, I suggest you get the NOTAM and study it, and then go out and practice, practice, practice. Get really proficient and comfortable in your airplane. Do some slow flight, some stalls, and precision landings and brush up on navigation by reference to ground fixes and get really comfortable in radio procedure. Plan to practice when it's a busy pattern, get used to having to deal with a lot of other airplanes around you. To build up time and comfort, why not plan a trip to Oshkosh some weekend in the near future. Take some friends or plan a multi-airplane trip. It's only a little more than a two hour flight. Go there and park at Basler's. You can tie down there, go inside the FBO and call the museum. (426-4800.) They will send someone in a Van to pick you up and deliver you to the museum. Spend a little time at the museum. (You get one free pass when you renew your membership.) When you're finished visiting, go to the desk at Aeronautica and tell them you need a ride back to Basler and they will accommodate you. Not only will you have an enjoyable day, you will have had the opportunity to practice the whole trip. Fly down to Rippon and follow the road and the RR track up through Fisk and familiarize yourself with the procedure. You may like making the trip so well you will repeat it several times before it's time to go to Airven-



Aviation the Arizona Way

by Dick Wicklund

Having become a Snowbird back about 7 years ago created one problem. I discovered that airport withdrawal was not easy. To be away from 21D for an extended time period brought on this condition. How to overcome it has required time and patience, only one of which do I have in great quantity. First desire was to find a local EAA Chapter. Unfortunately, the only chapters are miles away.



Solution number two was to find aviation events to attend. Air shows, Pancake Breakfasts, Fly-In, any or all that were reasonably close by. The decision to spend October 2002 here in our "Lake Cabin in the Desert" expanded the possibilities.

As you certainly read in the February issue of Sport Aviation it was the month for the EAA Copperstate Fly-In. A new location for this event at a very bare airport. Location has lots of potential and will certainly develop into an ideal sport for the future.

The next aviation event attended, along with Ron Trom from Anoka chapter, was the Arizona Antique Aircraft Association annual Cactus Fly-In at Casa Grande, Arizona. This was at least my second or third year that I have managed to attend this event. Weather was perfect more than I can say about last year.

The Casa Grande airport its self is a growing location. The city operates the airport and recently built a very nice terminal building that includes the administration office and the fueling operation. Also, the city is building new hangars on the southeast side of the airport.

Forgot the actual number of building by there are at least four condo type buildings with two sections to each building. Great addition to the airport.

The Fly-In its self was a tremendous success. It was a three day event that started late Friday morning and ran until about 10:00 A.M. on Sunday. Food was available in the terminal building served by the local Elks Lodge.

Three forums were held on Saturday, but missed them because there were too many aircraft to see. The forums were "From Homebuilts to Rebuilts", "First Response" by local Senior AME, "Runway Incursions" by FAA Los Angeles Regional Office. I have no idea what the attendance was at these forums.

Never heard the count of aircraft at the event but there were lots of them. Aircraft from California, New Mexico, Nevada and of course lots of Arizona aircraft. Great

stuff, lots of RV's of course, a couple of Swifts, a Kitfox or two, Luscombs, and of course Piper, Cessna and Bonanzas were well Represented. There were a number of WWI replica aircraft to view on the ground and their great flyby's, with smoke and all. No specific air show but lots of flybys. The airport is uncontrolled but they did have a temporary tower operating to assist with traffic control.

The outstanding aircraft, as far as I was concerned, was the appearance of the Sikorsky flying boat, twin to the Johnson Wax bird. Waldo Anderson flew the aircraft over from Las Vegas where the half owner resides. Speaking of Waldo Anderson this was my first opportunity to meet Waldo. I am sure many 54 members have met him one way or another over the years. Waldo and I were to have met in October 1979 when he was to give me my check ride for Private Pilot license. Due to some family concerns he was not able to make the schedule but he did find someone else to give me the check ride. Was great to finally meet this gentleman.

Another individual we met was John Cole son of one of the Cole brothers. He flew in with a very nice De-cathlon.

For those looking for some place to go and enjoy themselves I would recommend either of the two events. The Copperstate event will grow over the years. Since March is a better time to be in Arizona away from the normal MN winter, that makes the Antique Aircraft Association event a good one to schedule around. Extend the visit an extra week and take in the Air Force show at Luke Air Force base. Did not make it there due to distance and weather. In between events, there are interesting aviation museums to visit. The schedule for a couple of events ahead is May 17, 2003 Payson Aerofair and October 9-12 for the Copperstate Fly-In.

There is another aviation happening that gets me and others attention.

This is local fly bys of F-16 and F-10 aircraft from Luke Air Force base. There is a National Guard training area just east of here in Florence Gardens, Florence, Arizona. Two or three times a week we get some fairly low passes by pilots in training. Great to see. However, some people here object to the noise.

No, I still have no stick time in AZ. Perhaps next year - as I have said in past years.

Spring Banquet

It is time to mark your calendars for the EAA Chapter 54 spring banquet. Details of the banquet are:

- a.. Date - Monday, May 12th.
- b.. Time - 6:00 P.M.
- c.. Where - Lake Elmo Inn

The speaker at this year's banquet is Dr. William Schmidt, M.D. Dr. Schmidt is a Senior Aviation Medical Examiner for the Federal Aviation Administration. He is a Certified Medical Investigator of Aircraft Accidents by the FAA. He is licensed to practice Medicine and Surgery in the State of Minnesota. He is also a licensed Attorney for all Minnesota Courts, U.S. Eighth Circuit Court, and Court of Appeals. Many of you may have seen his monthly column in the Minnesota Flyer or have seen him speak at one of the area's aviation seminars. Dr. Schmidt is A Commercial Pilot with ratings for airplane single engine land & sea, Multiengine land, instrument airplane and rotorcraft-helicopter. He is also SIC rated Beechcraft 300 Super King Air.

Please RSVP to me no later than May 7th so that I can get a good idea on the number of people who plan to attend. You will order your food the night of the banquet so there is no need to inform me of your food order beforehand.

I look forward to see you at this years banquet. If you have any questions, please let me know by e-mail tim2485@juno.com or you can call me at 651-730-8574.

Meeting minutes, March 10th, 2003

Meeting called to order at 7:30 PM. Treasurer's Report read by Paul Liedl.

Dale Rupp began with mentioning that the Oshkosh Weekend Work party is coming up. A signup sheet was passed. It will either be the last weekend in April, or first weekend in May. -work all day Sat, half day Sunday. Generally work parties have involved anything from tearing down buildings to mowing the AirVenture Convention Grounds with brand new John Deer tractors. Participants do their task all day Saturday, with EAA staff coming around every hour or so with refreshments. Room and board is provided, staying in the bunkhouse considered "elite" during the convention, with warm showers. Meals are provided in the mess hall. Saturday night is a usually a tour of the museum. Sunday, after breakfast work is done in the morning until lunch, where you eat, pack up, and head home.

Leif Erickson and Tim Reberg announced the upcoming banquet will be held at the Lake Elmo Inn this year. There has been no mention of the pancake breakfast yet.

Dale Rupp thinks the chapter should have a picnic sometime in the Spring.

Art Edhlund distributed Flying Start posters. The information session will be held on Saturday, April 26 and 10:00 AM for about an hour. If you wish to get a poster to post in a public place, contact Art.

Al Kupferschmidt, Young Eagles Chairman, said the chapter's credits for last year amount to \$227 towards the tuition of a student going to the Young Eagles Academy. Kids ages 12-13 have a June 21 to July 1 session this year. Ages 14-15 participate July 8-20. And kids aged 16-18 have a July 22-Aug 11 session. There is also an EAA Flight Camp that costs \$2500 for a non-member and \$1950 for a member. Chapter Young Eagle Day is May 17th and Al says there are 66 kids awaiting a flight. June 10th is International Young Eagles Day.

Al Kupferschmidt also spoke regarding RAAC. Northwest Airlines doesn't think it should subsidize the reliever airports. Hanger leases may be increasing. Al also noted the reliever airport system is among the biggest and most efficient in the country.

Dale Rupp got a Young Eagle jacket. Dale flies many Young Eagles in Oshkosh, and gives Chapter 54 the credits. If you are aware of a young person (offspring, grandchild) who may like to attend the Young Eagle Academy in Oshkosh, let Dale know. The Chapter would like to sponsor him or her to attend.

Dave Fiebiger, Housing Chairman, says the time will be coming to stain the decks. When that time comes, he will be looking for volunteers. He was also interested in ideas on landscaping. An unidentified member suggested that a landscape plan be posted on the wall, and if a member wanted to sponsor a plant, they could pick what they wanted to acquire from the plan, and they would be remembered somehow, perhaps by plaque, for doing so.

Scott Olson, Education and Membership Chairman, was pleased to reveal that a very good portion of ground school students have stuck with the program.

Scott wants volunteers to man a booth at the Washington County Fair. The booth will be our KidVenture event. The booth will cost the chapter \$135 for a 10-15 ft area. Dates are Wednesday July 30th to Aug 3rd. Shifts will run from 10:00 AM to 5:00 PM.

The AirVenture Fly-in in Oshkosh will be July 29-Aug 4.

Paul Liedl reported the chapter membership as 150 members.

There was no new business. The business meeting was adjourned 8:00 PM

PRESIDENT'S COLUMN (Continued from page 2)

Two of our members had articles in the March issue of "Experimenter". Bill Schanks wrote about Paul Liedl's floats for his Kitfox in Technical Counselor part of the magazine. Dale Selitzer who is also President of the local Ultralite Chapter had a nice piece in the "What EAA means to me" column. If you haven't read either article, you should be able find copy at the chapter house to read. They are both quite good. We are starting to get some good "press" in the EAA publications. Al Kupferschmidt is working with Brenda Anderson at the Headquarters to get to get an article on Chapter 54 in a future issue of "Sport Aviation".

Saving Meigs Field

The following is a posting on the EAA Chapter 54 mailing list in reaction to a comment I made that the political winds of Chicago have doomed Meigs forever. -editor)

Bob, I respect anyone that knows more about aviation than I do. You certainly qualify. You have more experience and knowledge than me. (When I still had time to attend chi. 54 meetings), I enjoy listening to you. I don't want to start a flame war here, Bob. I respect you too much for that.

Bob, as much as I respect you, I MUST disagree with your point of view. We can't just throw in the towel on Meigs. We HAVE TO fight this. Yes, I know, Meigs is a unique situation, being owned by the City, and not receiving federal/state monies. Had the feds be involved, we wouldn't be in this mess. Yes, I read and receive emails from AOPA, AvWeb, AeroNews.Net, and Friends of Meigs concerning this issue (I'm a dues-paying FOM for more than 5 years now).

I have already called 8 senators, 5 representatives in Congress, 4 Illinois legislators, the Mayor's office, the Governor's office, and the FAA. I will write letters to all of the above, AND send copies to AOPA, and send copies to FOM. I might write a second round later. I will also carry with me copies

of the letters, with blank addresses, to be signed and filled out by friends. I'll pay the postage for same. We need numbers. We need effort. Now.

Bob, you might be right. Maybe it's a done deal. But I won't let it go without a full effort on my part. I hope that you will consider becoming a member of <http://www.friendsofMeigs.org> We need you.

We in general aviation need to present a united front. Therefore, I write this as a call to fellow pilots to not give up prematurely. We need to make some noise, make our voice heard. There are many non-aviation entities out there (businesses) that would want to see Meigs repaired and reopened for convenient access to downtown Chicago. They will join us. We've got to stay with it. I hope to see the day where I can watch them re-pour the concrete on a runway repair at Meigs.

John Schmidt, ch. 54 member
EAA 250021
St. Paul, MN
651 776 1717

Treasurer's Report

By Paul Liedl

March's Financial Summary

Cash on hand	\$ 25.00
Checking Acct.	\$2193.74
Investments	<u>\$6000.00</u>
Total	\$8218.74



Chapter 54 to be highlighted in Sport Aviation

Alan Kupferschmidt recently sent a letter to the EAA Chapter office in Oshkosh, detailing many of the efforts of Chapter 54 in such areas as the Young Eagles program, weekend work parties and pancake breakfasts.

As a result, according to Brenda Anderson, the chapter administrator of EAA, the national publication, *Sport Aviation* intends to profile the work of the chapter.

"You certainly don't let any grass grow under your feet," she said.

Alan is now trying to assemble — at her request — additional photos from the Pancake Breakfasts, ground school, weekend work parties and highway clean-up projects, as well as textual information in the form of an article

for the magazine.

"EAA Chapter 54 is a great example of what being an EAA Chapter is all about," Anderson said in a letter to Alan in late March.

Indeed, the chronicling of the chapter's activities in impressive even for those who lived it.

"The Chapter has finally finished our new home (Club House) this past summer. It took us one year of planning and fixing it up... The Club House is open every Saturday morning for all of those who wish to hangar fly or just plain visit. Coffee pot always on!!" Kupferschmidt noted in his letter.

"Another new program is the Kid's Adventure Day. This is about halfway through the planning stages. We may be renting

space at the Washington County Fair to appeal to a wide range of kids and parents. This will be a five-day fair and the Lake Elmo Airport can be seen from the Fair Grounds."

The most recent event," he said, "has been a ground school (going on now) put on by qualified instructors and members of the chapter. The instructors/members are former military and NWA simulator instructors, so the class is getting the best. There are 35 people registered in the class. This is part of our Flying Start program here."

As mentioned, Alan is now assembling an impressive pictorial testimonial of the club's activities, and assembling an article to submit to Oshkosh. If you have material you'd like to share, or wish to help out in the effort, please contact Al Kupferschmidt



"Don't know if this is newsletter material or not but I returned from a trip to North Carolina last night and while down there I took a trip with a friend of mine I met on the KR net and we went to South Carolina to meet up with some other KR2 builders." Here's a picture of the bunch of us that met that day to talk homebuilts. Phil Dewhitt (3rd from left) drove up from Atlanta Georgia to be with us. another guy was going to fly down from Tenn. but couldn't make it. The group picture from left to right is: Jerry Mahurin, Jack Cooper, Phil Dewhitt, Dan Heath, and me." — Pat Driscoll

Spring 2003 Diversion

If you haven't stopped by the EAA Chapter 54 Web site lately, you're missing out on a lot of news and good stories; like this from Marlon Gunderson.

My brother Dave and I decided that the third week in March would be a good time to get the heck out of Dodge and head for some sun in Arizona. We have another brother, Geof, who is an air traffic controller at the Deer Valley reliever airport on the north side of Phoenix, and it was about time to pay him a visit.

The first two weeks of March could have been mistaken for January in MN, but as the day of our outbound flight approached, MN suddenly became balmy, hitting 70 deg on Saturday, and again 65 on Sunday the day we departed. When we arrived in AZ it was 52 deg. and raining. So much for our timing.

Monday we drove to Tucson, through Saguaro National Park, toured the AZ/Sonoran Desert Museum (really a zoo/botanical park; it's great, see it sometime), and snooped around the PIMA aircraft boneyard. There were a lot of A-10's doing training flights in the vicinity that afternoon.

Tuesday morning I had arranged to get checked out for an Ultralight rental (\$35/hr wet) at a place just outside of Tucson for a desert tour from the air, but it was windy, rainy, and overcast and cold when we rolled out of the motel, so we headed further southeast from Tucson for some touring. What better



Bisbee International Airport. Full-sized pictures (and more of them!!) are available on the EAA Chapter 54 Web site.

place than Tombstone to spend a blustery day in the desert?

We skipped the Doc Holliday/Clanton gang shootout reenactment, but given the number of violent deaths in this frontier town, the graveyard was the place to see.. The town has developed a unique brand of dark humor surrounding the death process. When we headed towards the mining town of Bisbee near the Mexican border. My J5 Cub was based out of Bisbee for 20 years, so we stopped by the airport to see if anyone knew the former owner or plane, but only the FBO operator was there, and he was new to the town. (When I got home and flipped my Avemco 2003 calendar over to April, there was the Bisbee airport, with a Luscombe turning final. Scary huh?)

On Friday, Geof had to go back to work, so we went to see him in action at the tower. Most of the traffic was from several commercial training schools based on the

field. There are no scheduled flights into Deer Valley, but there are a large number of operations due to a lot of Business aviation and commercial training.

They also have a lot of slower General Aviation, so the mix of traffic is quite challenging. It is rated the 19th busiest airport in the country, in terms of operations per day. When we were there, there was one controller for each of two active runways, and one controller handling ground traffic. Dave and I listened in on hand-

sets. Geof said they operate without the benefit of approach control, like at Sky Harbor Int'l, so their workload includes sequencing as well. Here is a photo of him checking out the radar feed from Wickenburg AFB while talking to traffic.

Friday night we caught our Sun Country flight back to the frigid north, which seems to have turned the corner and isn't quite so frigid anymore. The week wasn't long enough and I'm determined to get back down there during another winter for more exploring and some time in the air, low and slow over the desert hills.

To view the complete story and see more pictures, go to the Chapter 54 Web site at <http://www.eaa54.org> and click "News Etc."



(Continued from page 1)



The view of the engine on Tom's Pulsar

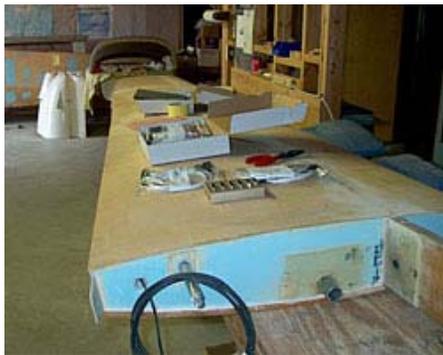
can probably just ease it out the back door in the shadow of 21D and run it across the neighbor's lawn and onto the runway.

He's also sketched out his instrument panel and being a single guy, has a bookcase full of instruments, in their original boxes, waiting to be installed. He showed me a neat contraption that makes the audio wiring a snap -- relatively speaking.



Tom has already installed and instrument panel, the paper version, anyway

After visiting with Tom, I ambled over to the hangars to see how Paul Hove is doing with his 7A. Paul is well onto the fuselage and working on the seats and canopy system. The wings -- his were Quickbuilds -- are off to the side.



The Pulsar requires skills in several disci-

ply and am working on the front of the fuselage. I have fabricated all of the pieces and am in the process of deburring and scuffing the parts prior to



It's almost ready to fly!

priming."

"I plan on priming all of the parts on April 19th and 20th. I am using Sherwin-Williams Wash Primer. This is a two-part paint system and is very toxic. I pay a professional painter to do the actual spraying since he has the positive air pressure equipment to handle the fumes and does a great job at an extremely friendly price."

"The assembly should move forward quickly after the parts are primed. I have ordered and received the finishing kit and am looking forward with dread at cutting the expensive canopy bubble to fit the cockpit. I have left all of the fiberglass work for this summer when the temperatures are better for curing the resin."

"Modifications that I have bought and installed so far are electric trim, Navaid autopilot and footsteps on both sides of the plane. I am planning on installing landing lights in the wing tips, an EFIS system, and a Multifunctional display with GPS moving map presentation."

"I still have many decisions left to make as I go along. Among the major ones are the engine, paint scheme, interior and instrumentation. Suggestions are always welcome. The project is hangared in 13C Alfa Lane at Lake Elmo Airport. If you see a silver Oldsmobile on the ramp stop by to say 'howdy.'"





EAA Chapter 54

3275 Manning Ave. N. Suite #7

Lake Elmo, MN 55042



Classifieds

For Sale: Used Magellan GPS Model 300, excellent condition—uses 2 AA batteries, handheld, \$50 dalem-seitzer@yahoo.com or 651-329-2229.

seph Adams at the Buffalo (MN) PD (763-682-5976, x 432); or call 911.

We got a call from the police in Buffalo, Minnesota, early Monday morning, and they asked us if we could get the word out on a Lycoming O-360 that disappeared in the early morning of March 23. The engine still had the mineral oil in it -- it's a brand-new overhaul. It was on a GlaStar, tied down at the Buffalo airport. Oil lines were all disconnected with wrenches; the gas lines were the only things cut. The Vision MicroSystem EFIS wiring was also undamaged -- just stolen. The bushings (but not the engine mount) were also stolen. The valve covers say, "AVCO" on them. This engine received a great rebuild; it even has the chromed cylinder bores. It's either an A1A or an A4A -- they weren't sure -- but it has the "oil"

(hollow) crank. Serial number is L19328-36A. The case S/N is 5372; and the carb is G-50-8666. Camshaft number is RA3818-28. It doesn't have a carb heat system; and the alternator is still at Bruce's, so the crooks will have to buy one.. Watch for it at 'fly markets!' There's a reward for this engine, too! Also missing is an electric-pitch 3-bladed black (carbon) Ivo prop (72" diameter, Model 372), that's gonna need a pitch control switch.

Contact: Bruce Anderson (763-684-1981), or Detective Jo-

FOR SALE: The time as come to part with my flying RV-4, N464EM. The "other" one will be flying I hope in a couple months. Perhaps you could spread the word. Here is a website with all the data.

<http://www.pressenter.com/~dougweil/N464EM/index.htm>.
Doug Weiler 715-386-1239