



The Beacon

The newsletter of Chapter 54
Lake Elmo, Minn.

APRIL 2004

RUPP RV FLIES

BY: DALE RUPP

APRIL 2004

THIS MONTH'S PROGRAM

MONDAY APRIL 12TH, 2003

- SOCIAL HOUR AT 7 P.M.
- MEETING AT 7:30 P.M.
CHAPTER HOUSE, EN-
TRANCE B, LAKE ELMO
AIRPORT

On Tuesday, March 23, 2004 the Rupp RV6 took to the air at Lake Elmo Airport. After over four years I found out that this collection of aluminum and rivets could fly. Dennis Johnson acted as my ground observer to see if any parts fell off or there was smoke on the first flight and there was none.

First I did a semi high speed taxi to see if the airplane tracked true. I used just enough RPM to raise the tail and then reduced the RPM to idle. The airplane tracked straight down the runway. The view straight ahead at first is just sky and engine cowling, but, when the tail comes up you have unlimited visibility.

I only did one high speed taxi test. The next time down runway 04 was for real. I increased power slowly. The tail came up and I was flying. I stayed in the pattern and climbed to 3500 feet. I wanted to stay close to a good place to land. I reduced the RPM to 2200 and made gentle turns to the left and right along with minor climbs and descents using the elevator. Everything seemed to be operating correctly so I went on to slow flight. I kept reducing the RPM to 1400 as I maintained altitude. The airplane was stable with no mashing even though the airspeed was down around 60MPH. That did not seem right because at 60 MPH an RV6 should be way back on the power curve and sinking like a rock. I knew that a full flap stall should be at about 50MPH so I tried to stall and when the airspeed passed 40MPH heading south with no hint of a stall I knew I had a problem with the airspeed indicator. I retracted the flaps and increased the RPM to 2200, called Dennis on the radio and told him of the problem.

At this point I knew the airplane was flying as advertised and the engine sounded great. No heating problems or vibrations from the engine so all I had to do was figure out how to get the airplane back on the ground. I did have a GPS so I used this to calibrate the airspeed indicator while flying both north and south. This showed that 40 MPH in the airspeed indicator was really 75 to 80 MPH. The only problem with this is that 40MPH is at the bottom of the scale. I had no faith in readings this close to zero MPH.

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PRESIDENT'S COLUMN
BY PAUL HOVE

Robert Zarracina our Lake Elmo Airport AOPA representative has been actively following the continuing saga with MAC and Northwest Airlines dispute over the reliever airport financing. Richard Anderson, the CEO for Northwest Airlines, has written an article in the airline flight magazine warning their passengers that the price of their tickets include the costs of operation for the reliever airports and that they should complain about this unfair taxation and try to force MAC to pass on the entire costs of the reliever airports to the users (us). Doug Weiler, Northwest Airline Pilot and EAA 54 member wrote a nice letter to his boss and pointed out the fact that the reliever airports are the training ground for future pilots and the many of them own private aircraft that are hangered at these airports. Anderson responded to the letter citing numbers that were totally erroneous (.03 vs. .133 cents/ft2). It sounded like he felt that the GA airports were costing the FAA half of the 28% taxes on tickets and that if NWA were given that money instead that they would be profitable

AOPA was quick to [respond](#), and has set up a meeting between Anderson and Phil Boyer for April 2. "Mr. Anderson's attack on general aviation is unfair, unwarranted, and, for the most part, untrue," said Boyer. "And by publishing his attack in so public a forum, he has raised what should have remained a regional skirmish into a nationwide battle" (Excerpt from AVflash)

Bob Collins submitted a web site to the EAA 54 members mail box telling about the Washburn High School aviation class that MPR had done a story on last week. The class is looking for donations so that they can buy a kit plane for the students to assemble. We will be discussing on whether Chapter 54 should become involved with this project. Hopefully someone with more information will be present at the next meeting

and can tell us more about the project

We have received the EAA Weekend Work Party Volunteer Invitation form from EAA headquarters. It has been tradition for Chapter 54 to volunteer for the first work party of the year. This year the first work party will be on May 1st & 2nd. Last year we had 6 people sign up and work at the Oshkosh Convention site. This is a great opportunity to see the site without the crowds. We were able to tour the pioneer airport and look at all of the planes in the hangers and also got a private guided tour of the EAA Museum. The food is great and it is a lot of fun. We already have 4 people signed up and would like to get at least 10. Minors are allowed to sign up if they are 14 years old and have written parental consent. There is a limitation on use of power tools and machinery.

Several of the Lake Elmo snowbirds have returned from their winter domiciles and are getting ready for the spring flying season. Perhaps we can get some of them to tell us about their winter vacations before the meeting on Monday night.

The annual Chapter EAA 54 banquet will be held at Mancini's Restaurant on West 7th Street on Monday, May 10, 2004. This awards banquet will be in lieu of the normal May chapter meeting. Please register at the next meeting or email the Webmaster.

Chapter 54 is hosting another Private Pilot Ground School class on Monday and Thursday evenings from March 1st to May 11th. We have 24 eager students taking the class. The Ground School Class Schedule is posted on our web site <http://www.eaa54.org/GrndSchl.html>. Members are invited to attend and brush up on basics.

THE DANCE OF THE BLACK DEATH
By BOB COLLINS

If you're building an aluminum or RV airplane and you've yet to hit the family trust fund, sooner or later you'll have to do the "dance of the Black Death." Building fuel tanks is, they tell me, among the most difficult parts of a slow-build plane, right up there with getting a canopy to fit.

Black Death is actually Pro-Seal, or — as Van's sells it—ChemSeal, the fuel tank sealant with no known solvent. A quart of ChemSeal, which retails for about \$43 (vs. \$83 for the more well-known ProSeal) is supposed to do both tanks, which sit next to the leading edge on the RV7A I'm building. But that assumes you don't leave a bunch, on the floor, on your work, on your shoes, in your hair, on your tools, and everywhere but where it's supposed to go. Buy two quarts.

Every possible orifice in a fuel tank needs to be sealed. So the procedure requires mixing the two-part product (10:1, by weight, not by volume) and slamming it alongside ribs before you install them.

Van's does a pretty good job of convincing you that your work area and surfaces (which are first sanded to encourage adhesion) , need to be cleaner than the Morton Thiokol white room. So lots of scrubbing, use of AlumiPrep (phosphoric acid) and then MEK gets you just about clean enough.

I follow the George Orndorff video. George, who frequently travels to the Twin Cities from Fort Worth, makes it look pretty easy. He mixes the stuff in a cup, frosts the rib, and shoots the rivets. Easy. George is wrong.

In Minnesota, you can maybe get your garage to 65 in March, and the ChemSeal stays pretty thick. When George frosts a rib...he holds the rib with one hand, and a popsicle stick with the other....dips it in the cup of ChemSeal and away you go. In reality, you hold the rib with one hand, the popsicle stick with the other, and the cup with a third (which, of course, you don't have) because otherwise the popsicle stick grabs the sealant, which grabs the cup and there you are holding a stick with a cup in one hand, the rib in the other. So you put your rib down, which works until you put your first few grams of sealant on it. Then when you put it down, it sticks to the painters paper you put down to cover your work surface. So now you've got a popsicle stick stuck to a cup in one hand, and a rib stuck to paper in another. So you put one down to use the second hand. But your latex gloves (MEK eats through vinyl, and the oils on your hand will keep the sealant from adhering) are now full of ProSeal, so no matter what you touch, it sticks.

Eventually, you'll get it all free and you insert the rib into the skin of the tank — which is sitting in a little cradle (see photo). Once you get it po-

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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')

SPORT PILOT RULE UNEXPECTEDELY RETURNS TO FAA *FROM THE AOPA EPILOT*

The FAA has temporarily withdrawn the proposed Sport Pilot rule from consideration by the federal Office of Management and Budget. Just before a 90-day review period expired, FAA Administrator Marion Blakey ordered the proposal withdrawn so that the agency could answer questions about its economic costs and benefits. The questions were raised during the OMB review, essentially the final step in the approval process for the new Sport Pilot certificate and accompanying Light-Sport Aircraft category. AOPA has supported the Sport Pilot rule in large part because of the proposal's recognition that a driver's license is adequate evidence of medical fitness to fly.

HIGH SCHOOL KIDS BUILDING AIRPLANES *SUBMITTED BY: BOB COLLINS*

A group of Minneapolis high school students wants to build an airplane. The Washburn High School aviation class has everything lined up for the project - except money. There are only a handful of high school aviation classes in Minnesota like the one at Washburn. The teacher, Peter Denny, is a pilot who is confident donors will step forward to help underwrite the venture.



Pete Gavin over at Chapter 25 might know where to send the donations to petegavin@mn.rr.com

For the Full Story, go to: http://news.mpr.org/features/2004/03/12_olson_d_airplane/

BUT FOR THE GRACE... *FROM AVEWEB'S AVFLASH*

Sometimes you see the wreckage [next page] and wonder how anyone got out alive. If this Beech Baron had been flying a few inches to the right, we likely wouldn't be wondering how Robert Hollis Gates, of Tehachapi, Calif., managed to land the plane safely after a midair with a Cessna 180 last Jan. 16. The Baron lost a section of fuselage, but Gates walked away with cuts and bruises. The 180 broke up in flight and the pilot, 40-year-old David Lazerson, a civilian test pilot instructor at Edwards Air Force Base and deputy director



of the Joint Strike Fighter Integrated Test Force, was killed. According to the NTSB report, Gates said he was in cruise climb between 5,500 and 6,500 feet near Tehachapi when he saw the right gear leg of the Cessna coming at him from one o'clock. He ducked, then saw a dirt strip and managed to set the Baron down. AVweb wasn't able to reach Gates.

WINGS SEMINAR

SUBMITTED BY: JOHN SCHMIDT

Jim Schultze, CFI at Forest Lake, is sponsoring an FAA Wings Safety Seminar at Forest Lake High School on Saturday, April 17th, from 9am to noon. More information can be found at his website: www.usfamily.net/web/jims

I have flown with Jim and can recommend him with confidence to anyone looking for quality flight instruction. (for those of us wishing to brush up on pilot skills, Jim also offers free Saturday Seminars. Topics and dates (2nd Saturday, 10am) are on his website.)

TREASURER'S REPORT

BY PAUL LINNEROOTH

March's Financial Summary

Cash on hand	\$ 40.00
Checking Acct.	\$ 6,592.63
Investments	\$ 4,000.00
Total	\$ 10,632.63

Income in March consisted of \$650.00 in individual dues, \$10.00 in donations, and \$72.00 in calendar sales for a total of \$732.00.

Expenses for the same period were \$281.63 and consisted of \$154.69 for utilities, \$71.04 for newsletter publication, and \$18.90 for ground school refreshments.

Black Death Continued from page 3)

sitioned, you can insert the clecos to hold it in place. Ideally, sealant oozes out both sides as you cleco it in place. That's if it hasn't already started to "set up," which it will in the winter-spring conditions of Minnesota.

So you put your rivets in — one at a time, of course — and get your bucking bar and fire away. The sealant covers the rib head, so you can't really tell if you bucked a good tail on the shop head. You move on, moving more forward into the tank (or down as it sits in the cradle). Eventually, if your eyesight is like mine, you can't really SEE the rivet you're supposed to buck (and you DON'T want to wear your glasses while doing this or they'll get sealant all over it!). So you feel your way along...picking up more and more sealant on your hands as you do.

Every now and again — and I should remember to do it more "now" and less "again" — you have to stop and use MEK to get the sealant off your bucking bar.

Each rib is taking me about 3 hours (not including cleanup). And while it looks OK, it still leaves you wondering whether this thing is going to leak. When you finish, you put a glob of sealant on every rivet head, and run a line of sealant between the rib flange and the skin...so that the fuel won't get anywhere near the rivet anyway.

Hopefully, within the month, I'll finish the tank. Unless I hit the lottery first.

By the way, I was going to sell the project, you'll recall, but my father died in February and I realized that there *is* a mission for this plane. Getting back to the East Coast after he had his stroke was difficult, and with my mother widowed now, I'll need to make frequent trips back. So the work has resumed.

FAIRNESS FOR ALL AIRPORT USERS

BY: RICHARD ANDERSON, CEO, NORTHWEST AIRLINES

Welcome. We're glad to have you onboard Northwest Airlines today.

Part of our commitment to putting customers first is to comment on issues that impact you as an airline passenger, including the taxes and fees you pay on your airline ticket. I've written about this general topic before, but now I want to address a specific issue: the disparity between what you pay as a passenger on a commercial airline, and what a passenger on a private airplane pays to use airport facilities.

Chances are that you will either depart from or arrive at an airport that is used by both commercial airlines like Northwest and privately owned aircraft. Airports levy passenger facility charges (PFCs) to cover airport maintenance and improvement projects, including runway and taxiway enhancements. (Look at your travel confirmation receipt.) PFCs are also used for Federal Aviation Administration (FAA) approved projects that enhance safety and security. Airports can charge PFCs of up to \$4.50 per flight segment, or up to \$18 roundtrip. As a commercial airline, we are required to collect this fee when you purchase your ticket. Private aircraft operators do not pay these fees for using the airport.

The total taxes and fees you pay as a commercial passenger can add as much as one-fourth to the cost of a \$200 domestic ticket. For example, Northwest's base fare for a roundtrip ticket from Fargo, N.D., to Madison, Wisc., with a connection in Minneapolis/St. Paul, is about \$200. That's a pretty good fare – until you realize that nearly 28 percent or \$55 in taxes and fees is added to that amount. That's a hefty tax burden and it's not being shared by private aviation.

Private aircraft operators also do not pay ticket taxes to fund the FAA. Last year the FAA spent \$6 billion operating the Air Traffic Control system in the U.S. This service is free of charge for private aircraft operators. Why? Because the commercial airlines pay taxes collected from you to pay for the operation of a system that all travelers use.

Private aviation operators do pay a fuel excise tax, as do all commercial airlines – but that is about the extent of private aviation's funding for airports.

At NWA, we believe an airport's operating costs should be borne by all who use them, including those who travel by private aircraft. As the system works today, you, the commercial airline passenger, are subsidizing private aircraft ownership. This is not right.

We are working with the federal government to find solutions to this and other issues which exacerbate the challenges we face as a commercial airline serving customers like you who deserve a "fair fare."

Thanks for choosing Northwest. We appreciate your business.

Just a comment on Richard Anderson's article. I work for NWA and sent an email [next page] (along with several of my contemporaries) to Richard taking him to task on this article (which appeared in NWA's in-flight World Traveler magazine). Unfortunately it seems that NWA management is grasping at many straws as they dance around their precarious financial condition. They have come to blows with the NWA credit union over leasing agreements (which finally was settled), battled with MAC and the reliever airport system (as we all know), and now it looks as though GA is the next target. What disturbed me (and I stressed this in my email) was that this gives our customers a very misguided impression of GA and its role in the air transportation system in the U.S. I encourage Richard to meet with Phil Boyer of the AOPA and hopefully this meeting will serve to enlighten NWA management. We'll see...

Doug Weiler, Chapter 54 member and NWA pilot

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Fairness (Continued from page 6)

From: Doug Weiler

To: Anderson, Richard H

Subject: World Traveler article

Dear Mr. Anderson:

I am writing in response to your recent article in World Traveler magazine calling for general aviation to shoulder more of the costs of the air traffic control system in the U.S. I am especially disappointed in the fact that this leaves the impression to our customers that ticket prices would be significantly less if general aviation use taxes were increased.

I have flown general aviation aircraft for over 40 years. This is how I got my start in aviation and how I gained the flight experience to ultimately be rewarded with a wonderful career at Northwest Airlines. I have also owned a light aircraft since high school and currently own a hangar at Lake Elmo airport. My aircraft is used for personal transportation and recreation. Aircraft owners (and there are many NWA employees who are aircraft owners) pay a significant aviation fuel tax, plus hangar land lease payments to MAC, hangar property taxes to the county and other fees to government agencies in many different ways. We enjoy the best aviation system in the world which includes all forms of aviation including the airlines, general aviation, and the military all supported by all taxpayers. This is a whole transportation system that benefits all citizens of the US just like our highway system. Many other counties imposed extreme forms of taxation on general aviation aircraft and this thus general aviation is nearly non-existent except to the extremely wealthy.

I understand that Phil Boyer, president of the Aircraft Owners and Pilots Association (of which I am a member) is hoping to meet with you in the near future to help clarify and explain the role that general aviation plays in our transportation system. I hope you will do so with an open mind. I am well aware of the challenge that NWA and other carriers are faced and have been impressed with your leadership during these difficult times. We need to work together to meet

this challenge.

*Yours truly,
Douglas Weiler, f/o, B-757, MSP
Hudson, WI*

Believe it or not, I actually got a lengthy reply from Richard Anderson. Here's his comments for your enlightenment:

Doug - Thanks for your email concerning the taxation of general aviation. It is fairly straightforward. General Aviation does not pay to sue the ATC system and smaller airports are significantly subsidized by large airports. (In the case of MSP, the reliever airports are subsidized 100% on CAPEX investment and 80% on operations. Hangars are .03 per foot at the MSP relievers and we pay \$4.00)

First, let's review the basic functions and funding mechanisms under the various FAA Reauthorization Acts. FAA has three principal functions: Air Traffic Control System Operation, Safety Oversight and Certification, and Airport Infrastructure Investment (AIP Program). How is this funded? Air 21, passed by Congress in the late 1990s, basically set up the mechanism we operate under today by using airline ticket excise taxes, airline segment fees, and general funds. In addition, we pay Passenger Facility Charges to fund runways and airport infrastructure. Our ticket sales tax burden at Northwest is about 28% (based on an average domestic round trip ticket) paid to the government to run the ATC system, fund FAA, and make capital investment in Airports. General aviation does not pay any fees to use the ATC system nor does it collect segment fees, excise taxes, or pay Passenger Facility Charges (general aviation pays fuel flowage fees, landing fees, and hangar rents at airports that do not fully cover allocated costs). The ATC system is free for general aviation because Northwest and the airlines pay the taxes to fund the system. If our tax burden were cut in half we would be substantially closer to profitability. Instead, we are taxed more than liquor or ciga-

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Fairness (Continued from page 7)

rettes (so-called "sin" taxed items). So it is in your interest as a Northwest employee to have a fully compensatory funding mechanism for the ATC system, so that all users pay a compensatory fee for their actual consumption of ATC capacity. Likewise, general aviation should pay their share of airport costs on a fully allocated basis. If not, our taxes will go up.

I will be glad to meet with Mr. Boyer as the funding issues for ATC, noise and airport infrastructure in the U.S. will only become more difficult. Take care and thanks for all you do. Fly safe.

Richard

BOYER, NWA CHIEF TO MEET IN WAKE OF MAGAZINE FLAP

A recent editorial in Northwest Airlines' in-flight magazine set off a firestorm in the general aviation community when it claimed that airline passengers subsidize GA operations through fees and taxes on airline tickets. Now, to clear the air, AOPA President Phil Boyer will meet with the article's author, Northwest CEO Richard Anderson, on Friday, April 2. "Mr. Anderson's editorial contains numerous misleading or seriously flawed statements about GA's financial contributions to the national air transportation system," said Boyer. "But AOPA has deliberately withheld its rebuttal to the editorial, working instead for constructive discussions with Northwest." Pilots besieged Northwest Airlines with letters and e-mails anyway, protesting the tone and misstatements in the editorial. We will keep you posted. For more, see AOPA Online <http://www.aopa.org/whatsnew/newsitems/2004/04-1-140.html>

Well, he's wrong about at least one thing: nobody pays \$.03 per foot. Storage hangar leases now range from \$.133 for 21D to \$.30 for STP, and the rate increases for a few of the relievers don't end until 2005 or 2007. Also it's pretty bogus to compare storage hangar rents with those for scheduled airline operations, if you ask me. If I had millions of passengers helping to pay for my hangar every year, I'd expect to pay more too. This is all very self-serving.

John Renwick

Rupp RV Flies (Continued from page 1)

About this time Eric Broderson was getting ready to land his Kitfox and asked if he could help. If I flew along side him I could have another way to calibrate the air speed. It took awhile for me to find him, but we did join up and I verified that 40MPH was going to be my approach speed.

I set up a downwind for runway 04 with a short base leg and a longer final than I normally fly. On final I was a little high so I reduced RPM and let the airplane sink at 1400 feet per minute. The VSI was working. When I had the proper sight picture of the runway I added RPM to slow the descent to 180 feet per minute and around 40 MPH and then added RPM to keep that glide path. When I was about 3 or 4 feet above the runway I slowly pulled the power to idle and the airplane landed with just a tiny hop. The airplane tracked straight ahead on roll out. I had to taxi straight ahead to make the first turnoff.

Later investigation revealed that the airspeed indicator is defective. A new one has been ordered and I should be back in the air in a few days to finish testing the Rupp RV 6. Yes my airplane did fly on Tuesday as I said all along.

2004 ANNUAL BANQUET

BY: LEIF ERICKSON

Attention Chapter 54 members, spouses, and invited friends and aviation enthusiasts. It's time to start planning your May calendar. Be sure to leave Monday, May 17th at 6:00 PM open so you, and your guests, will be able to attend the annual Chapter 54 banquet.

We will be back at Mancini's Char House, 531 W 7th St in St. Paul this year. The menu will be the usual choice of steak or chicken prepared on their indoor grill along with a baked potato, salad, bread, and dessert. We will have a social hour from 6:00 – 7:00 with a cash bar and appetizers. Dinner will be at 7:00 PM. Cost will be in the \$20 per person range. We are still waiting to here from our invited speaker Chuck Larsen, from the EAA headquarters in Oshkosh. If he is able to attend, he will speak about aviation related activities and opportunities for young people at the Air Academy.

Make your plans to attend and call Tim Reberg at 651-730-8574 or Leif Erickson at 651-439-5040 with your reservations. We will also have a reservation sign-up sheet at the April meeting.

MARCH MEETING MINUTES – EAA CHAPTER 54

BY: BETTIE SEITZER

The meeting was called to order by President. The treasurer's report was Presented and accepted. Minutes of the February meeting were accepted.

The video "Countdown to Kitty Hawk" was sent to the Chapter by EAA. The video will be added to the library and can be borrowed by signing the checkout sheet.

Tim Reberg reported that this year's banquet will be held on Monday, May 17th at Mancini's on west 7th. Attendees will be able to choose their entrée (steak or chicken) that evening. Social hour begins at 6:00; dinner at 7:00. We will have a speaker to be announced.

The Chapter 54 pancake breakfast will be held on Sunday August 15th, 7:00 a.m. to noon. This event is the big fundraiser for our chapter, members make it a huge success.

Young Eagles will continue beyond the one million bench mark that was reached this year. For each young eagle that is flown, the club earns credit toward Air Academy that we can award to a young person as a scholarship. Al K. is working on a plan to fly at least some of the young eagles on the day of the event, focusing on the kids who do not live close to our airport. In June there is a national Young Eagle day – our club can hold their day on any date. Remember – All needs volunteers willing to fly young eagles and volunteers on the ground to help. Contact Al if you can help out.

Art Edlund reported that there are 20 students enrolled in the ground school. This session will end in May. Club members can attend any session if they would like a refresher on one subject



EAA CHAPTER 54
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CLASSIFIEDS

I'm putting my membership in Yankee Flying Club up for sale, asking \$3500. That buys a 1/65 share of equity in the following five aircraft based at Crystal Airport and flown only by members:

1724Y (C172 - 160 HP) \$55.00/hr, 4808F (C172 - 160 HP) \$49.00/hr, 3138C (C182 RG) \$75.00/hr, 6027C (C182 RG) \$80.50/hr, 2014Y Cirrus SR20 \$86.00/hr

Those rates include \$2.10 per gallon toward the cost of fuel. Monthly dues are currently \$79.75. Except for the SR20, dues go to pay fixed expenses and the hourly charges go to pay expenses resulting from use of the aircraft. It's a very long-established, well-managed club that I've been a member of since the late '80s. You can find photos and details on the aircraft, Club constitution and bylaws, scheduling and operating rules, etc., at <http://www.yankeeflyingclub.org>.

The club has a fixed membership of 65. Many members don't fly much, so the availability of aircraft is good. The planes tend to fly on the order of 300-400 hours per year each, depending on the aircraft, the weather, the economy, etc. They are generally well-maintained because the maintenance officers have always had the time and motivation to keep after the issues. Several of the members are CFIs and CFIs, so there's never any difficulty finding someone to give you an IFR currency, BFR, or even primary instruction (yes, they do that too).

I can heartily recommend this club. I'm resigning because I just bought a cross-country airplane and I don't need these any more.

Let me know if you might be interested; I'll be happy to answer all questions. John Renwick jkr@visi.com (612) 669-9397

I have a Hangar space for RENT at Lake Elmo, 21D, India Lane, Hangar 8B, near the clubhouse. Contact Scott Olson: Work (952) 944-7450 or Home (651) 770-2035, or scotto0125@comcast.net