



The Beacon

The newsletter of Chapter 54
Lake Elmo, Minn.

August 2003

August 2003 This month's program

Monday August 11, 2003

- Social Hour at 7 p.m.
- Meeting at 7:30 p.m. Chapter House, Entrance B, Lake Elmo Airport
- Program: Dale Rupp will show an AOPA safety film and then discuss Oshkosh

The Virtual Flight Briefing

With flight service stations (possibly) being phased out, and with weather being the spider's web it's always been for pilots, the key to safe flight may be in the box under your desk in the den: the computer.

According to Kirk Lindberg, an information technology senior specialist at 3M, gathering weather data for a safe flight can be accomplished in the comfort of your home and at your own pace. Lindberg was the featured speaker at Chapter 54's meeting on July 14. He's the vice president of the Fleming Field Aviation Association and holds several ratings, including floatplane ratings.

Lindberg categorizes the weather information available on the Internet in two categories: free and membership required. His discussion seemed to make it clear, however, that while most people in attendance were members of the two main organizations featuring weather programs - EAA and AOPA - the "free" stuff is every bit as comprehensive as what you'd get with a call to 1-800-WX-BRIEF.

He doesn't recommend foregoing the call to an FSS, but suggests using the Internet to supplement FSS information. "When you call flight service, they'll often tell you there's a front from 70 miles northwest of here to 20 miles southeast of there, and it makes it a lot easier to look at a picture of what they're talking about," he said.

Kirk uses the Weather Channel's Web site (<http://www.weather.com>) to get an overview of the weather picture. Just enter your zip code and you can see a snapshot of the current weather, a look at the radar, and a 10-day forecast. (editor's note: the only problem is the annoying pop-up advertising).

by Bob Collins



But he moves quickly to one of the more robust weather sites on the Internet. The Aviation Digital Data Service (<http://adds.aviationweather.noaa.gov/>) is funded by NOAA. Because it uses Java, it tends to behave best with a high-speed Internet connection. It uses a series of tabs which makes finding what you're looking for easy. METARs, TAFs, PIREPs, Satellite, and Radar are all easily spotted.

By clicking the PIREP tab, for example, you'll be taken to a page where you can enter GPS coordinates. Or you can choose to load the Java-based map which shows you a map of the United States. Blue circles on the map show you where the PIREPs are reported and by rolling a mouse over the circle, the PIREP will display on your screen. Brush up on your abbreviations, however.

In fact, much of navigating this site comes from maps. Radar reports, for example, are accessed by clicking on a section of the national map. You can "loop" the imagery to see movement, but it's in this area that a high-speed connection is most desired.

Since Lindberg is a float plane kind of guy,

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Editor's Column

Moving Ahead

by Bob Collins

AirVenture still has a day to go as I put this edition of the newsletter to bed, and I know that Dale Rupp is still very busy volunteering at Oshkosh, so I'm absconding with his space, if only for this month.

This edition of our chapter's newsletter continues a series of changes we've made in the last few years, and perhaps this one is the most shocking. It bears a new name and color scheme. Change is often hard for a chapter like ours, but please bear with me. We're continuing to try to increase the number of original articles as well as attempting to stay "in the loop" on local aviation news, all while trying to work my regular full-time jobs.

I haven't had a chance to conduct an official user's survey yet, but perhaps this column will suffice. I'm interested in finding out how many of you who have elected to receive a notice that the newsletter is posted online (<http://www.eaa54.org>) are actually downloading it each month. For those of you opting for the printed version, please tell me how readable the issue is once the color-laden issue is reduced to black-and-white toner. I'm especially interested in whether you can read the directory to the right (white lettering on black background sometimes doesn't copy well).

I was sitting at the chapter newsletter editor's workshop at Oshkosh on Friday, when a transparency of our newsletter was put up to point out an example of a bad thing — text that runs right up to a picture's border and some margin problems. It's not a lot of fun to see something you work so hard on used this way, but the message got through and I hope I've solved those problems in this issue.

Over the next few months, I'll be adding some additional features. I'm asking our membership committee to forward me e-mail addresses for our newest members. I'll be running a "spotlight" article on new members, complete with picture, to help all of us get to know them. I also need "tips" of newsworthy events involving our members. Be on the lookout and pass them along, please.

And as always, if there's something you think should've been in this month's newsletter, let me know so I can troubleshoot why it wasn't submitted.

In Memoriam—Pauline Holliday

Pauline E. Holliday, age 80 years, of Lake Elmo, MN, passed away on July 15, 2003 in Keenesburg, CO. Preceded in death by her parents and her husband, Ward E. Holliday. Polly and her husband were owners of Elmo Aero for many years. Their son Mark has a hangar on 21D and fly's a Swift among other planes. Mark is a Chapter 54 member and well known in this area. Pauline is also survived by daughter, Julia (Steven Rollins); grandsons, Michael and James Rollins; brother, James E. Brown, Jr.; six nieces and one nephew. Visitation was held Tuesday, July 22, 2003 at Willwerscheid & Peters Mortuary in St. Paul. The funeral service was held 10:30am on Wednesday, July 23, 2003 at Willwerscheid & Peters Mortuary on Grand Ave. in St. Paul. Interment was at Roselawn Cemetery in St. Paul. In lieu of flowers, memorials preferred to the Minnesota-Dakota's Chapter of the Alzheimer's Association.



Chapter 54 Directory

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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')

Oshkosh turnout shows people are feeling better

by Bob Collins

With its theme of “A Centennial of Flight,” Oshkosh promised to draw a bigger crowd this year than last year and it didn’t disappoint in that respect. Upon arriving on Sunday, we immediately noticed that the section of the field in Camp Scholler where we would normally pick any spot, was relatively filled. I also heard more foreign languages this year, indicating that perhaps the economy is picking up and people are traveling again.

Over the course of the six days I attended, I was able to keep my tool-buying sprees to a minimum, and my socialization to a maximum, although I still think Chapter 54 misses out by not attempting to organize a few Oshkosh get-togethers.

During the time I was there, I spent considerable time with Art Edhlund and his son, Paul, and Paul’s daughters Isabelle and Genevieve. Genevieve just completed three weeks at the Air Academy and promises to tell us all about it in these pages in a future issue.

Tom Gibbons also pedaled by long enough on Sunday to say hello and play matchmaker to my youngest son and the equally-15 daughter of a former EAA Chapter 54 member (whose name I didn’t catch) who was camping nearby.

Although I didn’t see them, I’m told both Bill Schanks and Dale Rupp were doing the chapter proud with their hard volunteering.

I spent three days “hosting” several forums at the Forums Plaza (“please turn your cell phones off and thanks to Honda for sponsoring this plaza.” Tough work.)

The weather was a combination of periods of very hot sun and some very strong thunderstorms, one of which nearly sent most of us who were camping in tents into uncontrolled flight into terrain on Thursday night/Friday morning. Casa Collins survived, but a terrific screen “porch” tent by Art and Paul went down hard, but was quickly rebuilt with nothing but their wits



If you build it they will come, but will they be able to build it? A couple of prospective buyers look at the RV-10 prototype.

in time to accommodate the drinking of a few brews in the shade by Friday evening.

In my annual search for “the next big thing,” I didn’t turn up much. This year, the only thing that seemed to have some “buzz” to it was the new RV-10, four-seat prototype from Van’s Aircraft. It’s a pretty machine, no question about it, and perhaps there’s even a market for a four-place kit plane, but with huge gull-wing doors, as Paul Edhlund pointed out, there’s a big difference between building a prototype with some of these things and designing some-

thing that people can actually build.

Speaking of RVs, we spent considerable time looking at completed RV show planes.

Lyle Heffel’s Oshkosh grand champion RV-8 was there, of course. It’s now for sale. \$119,000 and it’s yours. At the other end of the spectrum, there was a completed but unpainted RV6A

(it might’ve been a 7, I forget). The builder left Sharpie’s on the wing and asked people to use his plane as a guestbook. Someone should have – but didn’t – left a message “how did you get an airworthiness certificate?” It was, without question, the worst-built homebuilt ever. I wish I had taken pictures because a casual look at the rear spar of the vertical stabilizer revealed rivets that were barely bucked that attached the spar stiffener. It was truly an embarrassment to all of us in EAA and a tribute to the design of Van’s Aircraft that it was able to fly in at all.

A big deal was made, as you might suspect, about the Sport Pilot rule. The new FAA administrator, Marion Blakey, announced her approval of it. She needn’t have bothered.



This F-18 is made of a composite material and uses wing-warping. I think the bomb is plastic too.



Part of the crowd at the First Annual RV7/7A Builder’s Bring Your Own, Sit Around And Chat gathering. I probably should’ve waited a second before taking this particular picture.

(See OSHKOSH on page 6)

he's often interested in places that aren't airports at all. Recently, he said, he wanted to fly his floatplane to his friend's house who lived on White Bear Lake. By accessing <http://tiger.census.gov/cgi-bin/mapbrowse-tbl>, he was able to find the map, and it revealed the coordinates of his friend's location. Voila! He plugged the coordinates into his GPS.

But Lindberg didn't stop there. He next navigated to Mapquest (<http://www.mapquest.com>), and entered his coordinates. Mapquest then provided a road map of his friend's location. But a tab on top of the map - identified as aerial photo - revealed a much more useful tool for someone who's not encumbered by roads. By zooming in on the aerial photo, the visitor can get a look at what the area looks

like from altitude, a most helpful view for pilot's flying into unfamiliar areas. "It's also kind of fun to look at aerial pictures of your own house," he says.

Probably one of the first online services providing weather to home computers was DUATS. In the "old" days it was a somewhat clunky, difficult-to-navigate service that eventually would spit out as much information as anything an FSS briefer had at his or her disposal.



Kirk Lindberg can be reached via e-mail at kirk.lindberg@mmm.com

Although it's free, you still have to register for DUATS and come up with a username and access code. Because it searches the pilot database, non-pilots will not be able to get DUATS access. I'm not sure how it's changed over the years, but getting access was NOT instantaneous as with many online registration forms. In the "old" days, they ended up sending you permission. But I assume in the old days, a human actually had to search the database and confirm your identity. Still, if you lose your access code, you'll have to get on the phone. They're pretty tightfisted about security at DUATS.

When using DUATS, be sure to take note on that an online briefing does NOT satisfy the requirements to speak with an FSS briefer when traveling through any ADIZ operated by the Department of Homeland Security.

The value of DUATS is that you can get all of your weather information and you can file (and close) your flight plan from this one site. You can also get an update on any TFRs along your route of flight. Again, a high-speed con-

nection for graphical products is helpful. You'll get a map again (it may ask if you want to install the map software, you do and it only takes a second) and you can easily see where the TFRs are posted. Rolling your mouse reveals the details of the TFR. You can click on a state and see all the TFRs for the state and by clicking an individual state, it'll show you a sectional map with the boundary of the TFR. A link will give you the reasons for the TFR. On a recent day, I found that a part of Jackson, Wyoming was "roped off" because of aerial fire-fighting operations.

On DUATS, you can store information for later use that might come in handy for filing flight plans and planning your flight. You can also store actual flight routes if you think you'll be using them again.

Much of "regular" DUATS is text based, but if you're a graphics sort of person, Lindberg recommends you download the Cirrus software (not to be confused with the plane. This one is free). <http://www.duats.com/cirrus.shtml>

At the bottom of the page, just click the link and download. It'll take less than a minute on a high-speed connection. But once downloaded, what a world of information is opened! "It's a skinned-down version of flight planning software that you can buy for hundreds of dollars," according to Lindberg.

If you're a renter, DUATS is a little tricky because it requires you to state your airplane ID. If you're checking weather and you haven't secured your aircraft yet, this could be a little problematic. But by using Cirrus, you can download weather maps and also, by using your mouse and clicking your departure and destination points, Cirrus will show you your route on a map, calculate route segments, fuel use, time, heading and distance.

Cirrus' drawback is once you download the material, it's often hard to find it. The secret is to select the "Windows" menu bar at the top and select "tile horizontal" or "tile vertical." You navigate maps by clicking your + or - key to zoom in or out.

Lindberg also went over the offerings of AOPA and EAA. In particular, the EAA flight planner, provided by Aeroplanner, features pretty much the same information as those already outlined. But one tremendously handy feature is the ability to print a Trip Tik, small kneeboard-sized sectional maps that are current, and also show your route of flight. The flight planner is integrated with the weather, so course/heading will be determined by the present weather.

FAA regulations require pilots to obtain all pertinent information regarding the flight. With a home or office computer, and these weather products, the only thing more useful would be a data link right to your cockpit! ◀

JULY 14, 2003 EAA CHAPTER 54 MEETING MINUTES

The meeting was called to order by President Dale Rupp.

Treasurer's Report by Paul Liedl. \$15.00 in cash. There was \$310.00 in income. \$1,097.14 in checking acct. Expenses: \$179.31 for utilities, supplies, newsletter. 6,000.00 in investments \$7,124.14 total. Treasurer's report approved as read.

There was no old business.

New Business: Jesse Black is home recovering after a short hospital stay. A request to send a get-well card. Rae Kupferschmidt will do so. A piece of paper was passed around for all to sign to be enclosed in the card.

There were four new people in attendance: Two of them visitors; Norm ??, Chris Robinson

Two new members; Klaas Snater, Lowell Johnson

Landscape: Betty Seitzer has been drawing up plans and talked to Abrahamson Nursery. The prices on shrubs will go down in the fall (end of season) so we will be planting then. Many willing volunteers will be needed for the planting.

Dick Wicklund took the floor to give general information on "First Century of Flight." There will be tables available at the Mall of America on August 23-29 for displays. EAA Oshkosh is in need of volunteers to be at the table they will have. See Dick Wicklund if you are interested.

REPORTS

Flying Start - Art Edhlund. First session of ground school was very successful. Five of those taking the FAA exam passed it. There will be a new class starting in November 2003. Several people are interested in participation.

Young Eagles - Al Kupferschmidt. Thirty kids in scouting are on hold at this time. Five kids were flown on July 12th. We will be the support staff for a group of kids flying out of New Richmond. More on this later.

There was a short discussion re: Boy Scout YE's taking flights in experimental aircraft.

Building Maintenance - Dave Fiebiger. There are 15-20 chairs left from the old chapter house. Request for anyone who wants them to come pick them up at the chapter house ASAP.

Education Committee - Scott Olson

John Compton was introduced as the main chapter member who will be overseeing Kid Venture activities at the Pancake Breakfast.

Web site - Marlon Gunderson

The web site has been updated. A request that members share any great places they have discovered to fly into for eats.

Newsletter - Bob Collins

A request for minutes from every meeting to be placed in the newsletter and that members not be afraid to share flying stories and/or projects for publication.

Pancake Breakfast Fliers—Two-hundred-twenty-two flyers were mailed out to surrounding airports in MN & WI on July 15th. Members asked to take flyers to put up in other places.

Meeting adjourned at 8:10 p.m.

A presentation on Internet Flight Planning Tools was given by Kurt Lindberg - a 3M communication guru and a fellow pilot out of Fleming Field.

Respectfully submitted by acting secretary: Rae Kupferschmidt

August Treasurer's Report

July's Financial Summary

Cash on hand	\$ 15.00
Checking Acct.	\$1238.05
Investments	\$6008.40
Total	\$7261.45

Income in July consisted of \$150 in individual dues, \$25 in donations to the education fund, \$31 in reimbursed education expenses, and \$100 in clubhouse rental for a total of \$306.00.

Expenses for the same period were \$165.09. They consisted of \$41.50 for utilities, \$25.00 in banquet expenses (Speaker's dinner), \$35.00 for pancake breakfast expenses, and \$63.59 for newsletter publication / distribution.

— Paul Liedl



EAA Chapter 54 Ground School

Sign up now for the next **free**
ground school. The school starts
Nov. 6, 2003 and ends March 26, 2004.

Contact: Scott Olson at
651.770.2035 or e-mail
scotto0125@comcast.net.



Everything was in order at the seaplane base at Oshkosh

OSHKOSH (Continued from page 3)

I stopped by the Sport Pilot tent the next day and asked one of the FAA members of the "Sport Pilot team" the simplest of questions and got a big "we don't know" answer. So while the bureaucracy is in place, the knowledge isn't.

What was the question? Does the 20 hours of instruction required for a sport pilot certificate have to be in an airplane certificated under the sport pilot rule? I also asked whether the check ride has to be made in an aircraft similarly certificated.

It seems like an elementary couple of questions for a group of bureaucrats who've been sitting on this thing for more than two years. How do we expect an average person who doesn't own a plane to get certificated under this rule since flight schools do not have these aircraft. There's also the little matter of flight schools considering this proposal as a threat to their more costly flight training programs.

It seems to me that without some sort of vision, the rule will end up being geared toward older, certificated pilots who've lost their medical. And while that's a noble goal, it's not a market that's going to save an industry.

And finally, the highlight of Oshkosh was the RV7/7A builders' get-together we hosted in Camp Scholler on Thursday night. This bring-your-own affair is our first annual effort and about 15 builders who were camping showed up for an evening of food, drink, and merriment. Unfortunately, nobody in the Minnesota Wing of Van's Air Force showed up, but we had people from Arizona, California, air traffic controllers, engineers, and — as luck would have it — someone from my hometown in Massachusetts. It was good to hee-ya that accent again. ◀



It's called a Wet Trike and it sure looks like fun!

A Letter of Thanks

Dear Craig and the Lake Elmo EAA Chapter,

Thank you so much for sending me to the EAA Air Academy. It was an experience of a lifetime!

I was able to fly in an RV-6A low-wing plane. We could fly in the Ford Tri-motor and the Spirit of St. Louis.

We built balsa wood gliders and rubber-powered planes so we would understand the principles of flight. We built parachutes with an egg tied to it and we had to hit a target to get points or else the other way to get points was to count the seconds that it was in the air and that's how many points you got. (Points were taken off if your egg broke).

We constructed airplane ribs out of foam that we cut with a hotwire, ribs out of wood that we glued and stapled and ribs out of sheet metal that we put in a jig and hit the metal with a rubber mallet until it was molded to the right shape.

We toured the EAA Museum and that was awesome!!! I spent many hours looking at all the planes. We also got to witness the grand opening of the Spirit of St. Louis exhibit. That was very cool too. I got a poster and an autograph from Paul Poberezny who is the founder of EAA. We did some other activities that were teamwork and had to use our brains for puzzles. The meals were real good, too.

I learned a lot from this experience. I also found out that aviation is what I definitely want to stay involved with now and continue on as an adult. I learned that I have to keep my grades up throughout my time in school and college. This was a wonderful and exciting experience for me.

I really hope your chapter will sponsor me again next year for the advanced camp. I will have more hands-on experience with airplanes and three days of it I will be able to go see the Oshkosh air show. Thank you again — so much!

Sincerely,

Jac Courteau

PROJECT UPDATE

Dale Seitzer's Titan Tornado II

by Dale Seitzer

The transition from a two-stroke engine to a four-stroke engine is complete on our Titan Tornado II. On the surface it would seem there are many engine choices for experimental and ultralight airplanes but when it comes to laying out the cash choices are tough.

I had a Rotax 618 (74 horsepower) engine with a gearbox reducer and a 3 blade Warp Drive Prop. The TBO for that engine is 300 hours and costs at least \$2,200 for parts alone. I overhauled the Rotax once and vowed to replace the engine with an engine with a longer TBO. I have no complaints about reliability from a modern two-stroke engine; I have 500 hours in two-strokes with one engine out due to debris in the fuel (my fault). I wanted a four-stroke because it would be less expensive over time because of the TBO costs and the engine is much quieter than a two-stroke.

Before removing the old engine I weighed the plane and did a weight and balance. I was near aft with me solo so I would put five pounds in the nose when I flew. Manufacturer published weights have seemed unbelievable so during the change I would find out the real weights of the plane and engines. I labeled all the wires and cables and secured the engine for resale—I sold the engine with 426 TT, 112 SMOH for \$3,500 to a gyro pilot from Quebec.

THE JABIRU 2200

I ordered a Jabiru 2200 engine from Jabiru USA, Neenah Wisc., and the engine was shipped within days. The Jabiru is a four-cylinder, horizontally opposed four-stroke engine with an oil pan and cam driven push rod overhead valves. The engine is 2.2 liters or 134 cubic inch displacement and produces 80 horsepower at 3,300 rpm. Max torque is between 2,200 and 2,600 rpm. I get 2,950 rpm on climb out with 1,300 fpm at 75 mph. I had to wait two months for a Sensenich prop (58 x 48) because they were working on props for Unmanned Aerial Vehicles for the military. The motor mount is made by Titan and needed to be painted first.

The installation manual is written for a tractor mount so there were many unanswered questions, unless I asked Pete Krojke at Jabiru USA. He has always gotten back to me immediately and was able to give advice that worked. They have supervised about a dozen Titan applications and they know what works. The Titan uses a bed mount in a pusher configuration—because the engine is out in the open, an oil cooler is not required. Air scoops, designed to guide air across the cylinder heads, is supplied.



I painted the motor mount white—so I could easily see cracks. I also painted the scoops white because the majority of the plane is white.

Titan required larger AN bolts for the motor mounts and because it is an open bed mount I can use nylock nuts. Typically one must use special high temp nuts for motor mounts. The placement of the exhaust pipes is up to the builder—they are supplied with longer pipes for a tractor mount—I placed the

exits on one side and cut them off with about 2-3 inches sticking out. I plan to fabricate a heater muff and vent warmer air into the cabin before winter.

INSTALLING THE ENGINE

Installation is pretty simple; there are two wires for the charging circuit, two wires for the ignition ground, an oil temp and oil pressure wire, fuel line, crankcase vent line, carb and choke cables, starter wire and exhaust gas temp and cylinder head temp wires. The engine comes with its own regulator and solenoid which are both fairly simple to install. The engine has a cam driven automotive type fuel pump and a spin on oil filter.

My biggest problems came from wiring installed by the original builder. There were wires in the wiring harness that were not used, extension joints made with different wire colors. The battery actually had red wires on the ground and black wires on the hot terminals. I have a Grand Rapids Technology Engine Information System which can be updated to operate on a Jabiru engine. I sent it in to be recalibrated but was informed that because it was so old (1995) it could not be updated and I would have to trade it in and get a new one.

WHAT'S IN THE PANEL?

The plane has just two instruments—an airspeed indicator and the EIS. The EIS monitors 2 EGT, 2 CHT, Oil pressure and temperature, engine rpm, vertical speed indicator, altimeter, outside air temperature, running time and two aux systems. In retrospect, I should have simply rewired the whole plane; it would have been faster and then I would know everything was right. I ended up removing four wires and simplifying the whole installation. I should have installed a hot and ground bus to simplify it further.

The Rotax used a primer system and the Jabiru uses a choke so I could remove the primer and I fabricated a choke using a bicycle gear changing lever. The throttle is backwards compared to Rotax. On a Jabiru the spring holds the throttle wide open in case of a cable break. On the first engine run we could not figure out why the en-

(See TITAN on page 8)

TITAN (Continued from page 7)

gine would run at such high speed—luckily I could reach the key to turn it off. I fabricated an extension on the throttle linkage to pull the cable to idle instead of pulling to wide open.

The Bing carb is an altitude-adjusting carb and I did not notice a little nipple cover on the carb. It would not run well at all—too rich and then for just short periods.

A helper then noticed the nipple and after removal the engine ran perfectly. A 3/16 line should be run from that carb nipple to the mixer box or inside the air filter.

BUT WEIGHT! THERE'S LESS OF IT!

This engine installation ended up weighing 16 pounds less than the Rotax 618. The weight distribution really helped my weight and balance—I am now near fore CG instead of near aft. The manufacturer advertised weight for the Rotax engine is not accurate and the weights are right on the money for the Jabiru. I was surprised at the weight difference so I weighed the components. The Warp Drive prop is over 10 pounds and the wood prop is less than three pounds. The Jabiru muffler is less than three pounds and the Rotax is almost 15 pounds. The Jabiru is air cooled and the Rotax is water cooled. Once mounted, the Jabiru engine actually is narrower than, and not as tall as the Rotax.

The Jabiru engine requires regular valve clearance checks and regular torque checks for the heads and exhaust bolts. Oil changes every 50 hours (Aeroshell 100 for the first 25 hours, then Aeroshell 15/50) and spark plug changes every 100 hours. The top end must be overhauled at 1,000 hours and the whole engine overhaul is 2,000 hours. The total overhaul parts costs will be a little more than the Rotax parts but the only repair facility for this engine is in Neenah Wisconsin at the distributor

NOW THE BIG QUESTION. HOW MUCH?

The total cost of the engine, prop, EIS, wiring, motor mounts—everything, was hundreds less than \$10,000. The Rotax 912 with everything would be \$15,000 and weigh much more. If you subtract the amount I received from the sale of the old engine, I think we got a good deal. The manufacturer recommends shallow climbs for the first 25 hours to prevent over heating but I have well below maximum head temperatures.

Expected performance at gross weight will be 1,400 fpm climbs and cruise at 2,400 rpm of 90 mph. The engine is much quieter, uses 3-4 gallons (Avgas or 92 octane auto) per hour, has very good climb and improved cruise speeds, is smoother, lighter and lasts longer than a two-stroke engine.

In spite of the problems I encountered change over took 2 weeks of nights and weekends. Bettie and I fly about 150 hours per year and within a couple of years the engine will be saving us money on overhauls and oil used. If we flew only 50 hours a year I probably would have stayed with a 2 stroke because I believe they are reliable and efficient when operated according to specifications. I am very satisfied with the engine and my plane. It just purrs. ◀

Dale Seitzer can be reached via e-mail at dalemseitzer@yahoo.com.

Metropolitan Airports Commission Minutes—July Meeting

A special Finance Committee meeting was held prior to the monthly full Commission meeting on July 21. The agenda dealt with the allocation of \$13.8M from the 2002 surplus MAC revenue. \$13M is to be given to airlines based on total number of passengers in 2002. This gives NWA \$9.6M and smaller airlines lesser amounts. As an example, Sun Country will receive \$113,352.

It is worth noting that the Chairman of Finance is Commissioner Richard Long, appointed by the mayor of St. Paul and therefore a supporter of St. Paul Downtown Airport (Holman Field). Commissioner Long frequently attends Reliever Airport Advisory Committee meetings. The Finance Committee Vice-Chair is Robert Mars of Duluth. The memorandum prepared for Finance that outlined this distribution of funds was under the names of Chair Vicki Grunseth, Commissioner Tammy McGee, and Executive Director Hamiel.

The \$0.8 that Director Hamiel wishes to use for staff cost-of-living increases was sent back to M&O Committee.

At the afternoon full commission meeting, a topic of interest to reliever airports arose. Almost every month, there are lease transfers (hangars being sold/bought) on the agenda for the commissioners to approve. This is usually an item that passes without comment as part of the "consent agenda." Occasionally, one of the leases will be challenged or will arouse the interest of a commissioner and will be brought down for discussion.

This was the case on Monday with the requested lease transfer at St. Paul Downtown Airport of the Millionaire facility owned by Beech Transportation (Roger & Shirley Wikner). Regent Aviation is purchasing the facility and will operate it as Regent Riverside. Regent was requesting a lease term expiring on Dec. 31, 2025, the same date as on their other property. This 22-year lease period is longer than the normal policy of 15 years for a commercial lease, or 20 years if required by a lender for financing purposes.

Commissioner Mars asked to bring this transfer into discussion. He asked about offering such a long lease term when the commissioners were studying reliever changes. In particular, he mentioned managerial changes, new owners, and new managers. He wanted to know the extent of MAC's obligations under the leases. Tom Anderson, MAC's chief legal counsel replied. He said that he knew that there had been informal discussions about closing some airports. He said that under the lease terms, MAC has a general obligation to keep the airports open and running. He said that MAC can make rent adjustments. ◀

**Coming in the September issue
John Renwick's Alaska Adventure**



Imagine, if you can, you're flying a 1,200-mile path through the Rocky Mountains, cruising at about 75 MPH, against a headwind. Nothing very high – the highest ground you must fly over is 4,200 feet – and the highest airport you'll land at, 3,940', is far behind to the south in Calgary, Alberta. You're following a two-lane highway, and for hundreds of miles on either side of it is wilderness. The highway doesn't lack for traffic: every few hundred yards an RV, a car, a semi, a motorcycle, people making their way to and from Alaska or the Yukon. As the scenery unfolds, it reveals an endless variety of mountain landscapes and vistas. It's early July, but the distant mountain peaks to the west are all snow-covered, and as you get farther north, the sight of a glacier becomes common.

There are five airports with regular avgas service on this route, and the distances between them range from 217 to 303 miles. After taking off with full tanks, you have roughly 4-1/2 hours until things get quiet in the cockpit, but you've made yourself an ironclad rule not to land with less than an hour's worth of fuel still in the tanks. (You're doing the math now, right?) Fortunately there are airstrips in between the major airports, some of them next to the highway with a gas station nearby, and you have the EAA auto gas STC.... That was our trip to Alaska by J3 Cub. *Read about the Alaska adventure. Coming in the September issue of The Beacon, available on*



"Here's a picture of the area in front of Mark Holliday's hanger on Sunday 07/27/03. I had a picture of the area to the left of this picture but it didn't show much of about 6 or 7 Swifts in that area. It was a very good turnout and everyone had a good time and good eats. Kudos to Mark for a good job."
— Pat Driscoll

TOUCH AND GOs

Tidbits around 21D that have been passed along:

- * MAC has canceled Mayer Aviation's lease.
- * Dennis Johnson was up flying his spotless Cessna 140 the morning of July 16
- * Chapter 54 was featured in this month's Sport Aviation magazine
- * Chapter 54 star Bill Schanks was presented with a Major Achievement Award from the EAA at Oshkosh during a ceremony at Theater in the Woods on June 30. If anybody who attended has a digital image of the event, please forward it



Just another day of stupidity at OSH by a pilot who should know better. This is Van's Aircraft demo plane. The pilot made a routine landing and was turning off the runway, but Mr. Hotshot in the Lancair on the left came in hot and close, got his gear in the grass, lost control and ruined everyone's day. As usual, I was surprised by the number of pilots who flew in to OSH and said they hadn't read the NOTAM.



EAA Chapter 54
3275 Manning Ave. N. Suite #7
Lake Elmo, MN 55042



Calendar

8/16 - 8/16/2003 Durand, WI Durand Fly-in Drive-in, Chippewa Valley Airport (private) WI25 Contact Information: Tom Owen 507-864-3655 or 507-864-2705 Email Address: to-mowen@acegroup.cc

8/17 - 8/17/2003 Mankato, MN Chapter 642 Fly-In/Drive-In Breakfast, Mankato Regional Airport Contact Information: Bob 507-388-6866

8/17 - 8/17/2003 Lake Elmo, MN Aviation Day Pancake Breakfast and Fly-In, Lake Elmo Airport 21D Contact Information: Tim Reberg 651-730-8574

8/22 - 8/24/2003 Edinburg, IL EAA Light Aircraft Rendezvous, Tommy's Lake Sangchris Airpark Contact Information: Tommy 217-623-5772

8/24 - 8/24/2003 Cottage Grove, WI Chapter 93 Brat and Bean Fly-In, Blackhawk Airfield 87Y Contact Information: Rob Tweed

8/30 - 8/30/2003 New Lisbon, WI 1st Annual Juneau County Fly-in Drive-in Breakfast, Mauston-New Lisbon Union (82C) Contact Information: Tom Chudy 608.562.5850 Email Address: tchudy@accratech.com

8/31 - 8/31/2003 Mondovi, WI Chapter 509 Fly-In, Log Cabin Airport Contact Information: Doug Ward (715) 287-4205

8/31 - 8/31/2003 Willmar, MN Willmar Air-fest, Willmar, MN ILL Contact Information: Brian Underland 320-212-6464 Email Address: the-point@wecnet.com