



Chapter 54 News

Lake Elmo, Minnesota

December 2002

Program

- Monday Dec. 9, 2002
- Social Hour at 7 p.m.
- Meeting at 7:30 p.m. Chapter House, Entrance B, Lake Elmo Airport
- Program: Rotary engines and the new Cockpit Multi-Function Display. This display provides GPS navigation and 3D terrain presentation. Free Powersport Tee Shirts to attendees.
- Speaker: Ray Richardson, Jr. President of PowerSport Aviation

Al and Bill's most excellent adventure by Bill Schanks



Al Burns, Bill Schanks, Gil Lieter and Dale Rupp. These are the members of the flying club.

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I'm borrowing an idea from Hollywood just to make a point. Al Burns found an airplane, via Trade-a-plane, that he thought warranted a look near Lock Haven Pa., the cradle of general aviation history. He was in the market to purchase a replacement airplane for the L-2B Taylorcraft for our little flying club. He had pretty much searched the country for a suitable airplane and discovered a little gem in Pennsylvania. He believed the price was right so he gave me a call and asked if I'd go take a look at it and if it was O.K., would I be willing to fly it home? I agreed to do it, he sent the guy \$1,000 so I started planning the flight.

The airplane is a 1971 Bellanca 7AC-A, serial number 2. Number one was destroyed in destructive testing so this airplane was the first of its kind sold off the assembly line. It was

originally manufactured with a two cylinder Franklin engine of 60 HP. It went to Florida originally and had about 750 hours on the airframe when it was damaged in a windstorm about 1975 and then placed in storage. The fellow that Al purchased the airplane from, Bill Stanton, found it hanging from a rafter, purchased it and brought it back to Pennsylvania to restore it. He replaced the Franklin engine with a freshly majored 0-235 Lycoming, which will develop 115 HP. He complied with the STC by installing larger fuel tanks and other improvements spelled out by Buzz Waggner, the accepted guru of Aeronca and Bellanca aircraft modification. The aircraft has a fresh Ceconite cover using the Randolph process. It's a little rough around the edges by Lake Elmo standards, but I think it's a genuine diamond in the rough. Mark Holliday took a look at it and has made several suggestions on ways to improve it.

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President's Column Giving Thanks

by Dale Rupp

EAA Chapter 54



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

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

21D RCO 118.625
21D Unicom: 122.8
TPA: 1932'

Here it is a few days after Thanksgiving and it looks like winter is here to stay. On Saturday the floor in my hanger was too cold to work on the RV-6 so I spent part of the morning in the Chapter house keeping warm and I thought about all the help I get from fellow Chapter 54 members. Saturday Dan Bergstrom arrived with the 3M abrasives I need to take out some scratches in my rear canopy. Dan was also offering advice on how to check a used IO-360 that Scott Hutchinson is going to install in his RV-8. We had an interesting discussion on how far the engine should be disassembled and what to look for. Dan, by the way, is an A&P.

The other day Tom Gibbons stopped by and when I showed him the fiberglass work I had done he gave me a great suggestion on how to fill in the slight imperfections in the surface of the fiberglass. It's a product called "Smooth Prime" from Aircraft Spruce. It's thinned with water and can be rolled on. You then sand it with 220 grit Wet or Dry to get a smooth surface ready for painting. I have been looking for something like this for along time and Tom's fiberglass experience with his Pulsar saved me.

Many other people have helped on my project. At the top of the list are Dave Fiebiger and Bill Schanks. I see Dave almost every day and he gives me continuous advice; some I take and some I don't. The important thing is it causes me to think and review what I am doing to see if it is right. We all need someone to cause us to do a better job. Bill, as an A&P and our Tech Councilor, gives me good advice on the proper aircraft practices and — as a chef — cooking tips. The list goes on; Scott Hutchinson gave me good advice on how to attach the top wing panels. Jim Anderson helped me set the angle of incident on the wings using his surveying transit. Garry Miller crawled in the back of the airplane to run the trim tab cable and attach the shoulder harness. I tried getting back in the tail cone and got stuck and it took me forever to get out. Garry is small enough to just fit. Thank you Garry.

My point of all this is that the chapter has a lot of talented people that will help you in any aviation matter. The chapter provides the common place for all these people to get to know each other. You don't have to be an old timer that has been around the airport for 40 years to take advantage of this pool of talent. The Chapter is the one place for new members to tap into this pool of aviation knowledge. For example Dale Siltzer, a new member, needed some help on the antenna for his Com radio and Dave Fiebiger helped him out. Without the people from Chapter 54 I would not have rebuilt the L-2B or have started the RV-6. I am very thankful for the people of Chapter 54. Thank you, everyone.

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I had about a week to plan the flight after Al called me to let me know when we would be going to Pennsylvania. Good thing. I haven't done that much cross country flight planning for quite a few years. It would be a trip of about 1,000 miles, through a couple of weather systems, and through or around some class B, C and D airspaces, not to mention a little western Pennsylvania mountain terrain. All this using a brand new majored engine with only 13 hrs on it, an untried fuel system and a strange airplane. The only exposure to cross country flight planning I've had lately is with my students and they did all the planning. They are all bright and intelligent people and I just relied on their planning, checked it over and said, "OK, let's go." Pretty different when you have to do it yourself.

I set up an 8-foot table in the basement and laid out my recently purchased current sectional charts and started drawing lines. I dug out my plotter, reviewed the procedure on how to use it and started calculating headings and distances. I then dug out my trusty old E6B computer (the manual kind) and discovered I needed to dig out the manual on how to use it. (It's been a long time.) I started doing time/distance/ fuel consumption problems and saw that this was going to take a long time.

Now I'm old, stubborn and I've been resisting modern technology, namely computers and a new fangled little video game called GPS. "That stuff's for kids, I don't need it." Yeah, right! I decided that maybe it couldn't hurt if I went upstairs and turned on the computer and explored it a little just to see what's available help wise. Boy, am I glad I did that! I went in to Airnav to see where the best fuel stops would be and it gave me a choice of 10 different routes. I just told it that my point of departure would be Bellefonte Pa. (N96) and my destination was Lake Elmo Mn. (21D). Of course it gave me all great circle routes, right across Lake Erie and Lake Michigan. That would not do.

I outsmarted the computer and told it I just wanted to go to Joliet Ill. (JOT) and then from there to (21D). This was better, all over land routes. I then went into the EAA Web site and investigated The Flight Planner. It did everything for me. I just had to give it true airspeed, gallons per hour and all the three letter identifiers for my stopovers. It gave me all the information I needed; headings corrected for variation and wind, groundspeed and time enroute, as well as accumulative times and distances including data on fuel consumption. What a powerful tool! I mentioned this to Paul Liedl, who does a lot of long cross country flying so he's familiar with the web site, and he suggested that I borrow his hand-held Lowrance GPS to use as another tool.

I had never used one, didn't know how to use one and I resisted a little. He offered to give me a little dual on how to use it and said that I could study the manual for a couple of days and maybe figure it out. I did that, and knowing that Al was going to drive me out there in his Lincoln Town car, I thought maybe I could practice using it

while driving there. I was a little intimidated by it at first, but I was able to understand enough of it to navigate. Up till now, I scoffed at the idea, just a video game says I, but I am now convinced. This is a powerful and extremely useful navigation tool, unless the batteries die, more on that later.

Well, we were packed and ready, I loaded up all my navigation stuff, my tools and my suitcase and met Al at the hangar and that's where I left my truck. We departed at 0700 Sat. morning and headed for Pennsylvania. We followed I-94 down through Wisc. and picked up I-90, which we followed through the Ill toll way into Chicago and past O'Hare where we encountered stop and go traffic at 2:00 on a Sat. afternoon. Got on the Indiana turnpike and then onto the Ohio turnpike as far as Toledo and decided to spend the night. We were right there by Clingerville. The TV program *M*A*S*H* has had a lot of influence on everyday life.

Got up in the morning, had breakfast and headed for Bellefonte. After we left Ohio we got onto I-80 in Pennsylvania, which is not a toll road. The terrain started to get pretty rugged; deep valleys, high peaks and a lot of forest. There was a sign on the highway identifying the highest point on I-80 east of the Mississippi; 2500 ft. MSL. We pulled into Bellefonte Pa a little after 2:00 in the afternoon, explored the town a little, bought some film and got directions to Bill Stanton's place. Bellefonte was 1,000 miles right on the button. With very little difficulty we found our way to Bill's place, found him home and after introductions all around he drove us out to the airfield where the airplane was located. It was a 1500 ft grass strip on the side of a hill just a few miles south of Lock Haven. The name of the strip is Poverty. The chart reads runway length at 2500, but Bill says its closer to 1500.

Observing it, I'm inclined to agree with him, especially with extra long, wet grass and tall trees. We looked the airplane over, he started it up so we could hear it run and then because of the lateness of the day, we decided to put it back in the hangar. We made arrangements to have an air compressor available the next day and agreed to meet at 9:00 Monday morning.

We went back to Bill's house and visited for a little while and got directions to a motel near the airstrip, found our way there, checked in and went to dinner. We got a good night's sleep, got up early and had breakfast. We thought we were pretty much on time until I noticed the clock on the wall was later than my watch. Forgot about the time change. We were only a half hour late.

We looked it over pretty good, did a compression check, which was fine, asked a bunch more questions and decided to write him a check. Then I thought about flying it over to the University Park airport (UNV), which has a good long paved runway. The agreement was that

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Under the Cowling**Choosing a propeller** by Jim Montague

All airplanes have a choice of propellers. The eligible propellers for a certified aircraft are listed on the Type Certificate. Let's discuss fixed pitch propellers.

Let's say you have a Cessna 140. By studying the Type Certificate Data Sheet, you can see eight different propellers listed for a C-85-powered 140. These eight propellers have different diameters possible and also different pitch. The different pitch is not given as a number, but as a static rpm limit, such as not over 2160, not under 1885.

The Cessna 140 also had the C-90 available and there are another five props available for the C-90. But there's more! There are quite a few propellers, which have been STCed for the 120/140 over the years. There is even an STC for a Lycoming engine or two with more optional props. If you want to use a prop that is not listed anywhere above, you are faced with getting your own STC.

A few years ago it was possible to get a field approval for an unapproved prop but no more. Getting an STC is beyond the reach of the average person; it involves getting engineering data from the propeller manufacturer and, perhaps, the engine manufacturer and submitting the data to FAA engineering.

Homebuilders have an easier time of it. Start out with a propeller that the designer recommends. Generally speaking, if you want to climb better, you want more diameter and less pitch. If you want to go faster, you want less diameter and more pitch. Years ago some metal props were cut far below their certificatable diameter.

A propeller is engineered to avoid harmonic nodes. Briefly, a node is like a sine wave and if the nodes cross within the diameter of the propeller, then it will eventually fail at that point. Most high-performance homebuilts now use wood props. Wood props don't have the harmonic problem. There are many small manufacturers of propellers for homebuilts now both in wood and composites. Sensenich makes an excellent metal prop for Lycoming engines, which are used on many of the RVs that are being built. Non-aircraft engine-powered homebuilts can use a non-certified propeller but with anything other than a wood blade extreme caution should be used including thorough pre flights and periodic dye-check inspections for cracks.

If you are using a certified aircraft engine it makes good sense to use a certified propeller and get the lower test time. To choose a propeller, pick a similar certified airplane with a similar engine. If your homebuilt has a lighter empty weight, you probably can use more pitch than normal.

Remember, though, the diameter should not be reduced to below the manufacturers limit. There is a good network of homebuilders out there now and propeller choice is better than it ever was. A lot of advice can be gotten over the Internet and from other builders, so you don't have to reinvent the wheel... er propeller.

No, the MAC does not intend to sell the reliever airports!

Report from the Reliever Airport Advisory Committee meeting by Jim Anderson

The RAAC held its quarterly meeting on Tuesday, November 26, at MAC offices, attended by Al Kupferschmidt, Dave Fiebiger, and the writer.

The main theme of the meeting was the 2003 MAC budget, the proposed \$26 million dike at St. Paul Downtown Airport, and the subject of selling the reliever airports, as reported by the news media.

The meeting was attended by an unusually large number of MAC commissioners, the usual staff, and Jeff Hamiel, MAC chief executive, in addition to the regular attendees, and a significant number of representatives from Downtown St. Paul.

MAC 2003 Budget

A slide presentation of the 2003 MAC budget led off the meeting. The budget will go to the full MAC Commission shortly for approval. The total projected revenue is \$176.5 million, with \$78.7 million from airline operations, \$69.2 million from concessions, and \$31.7 million from other sources.

Airline revenue is 55% from landing fees, 34% building space rental, 7% ramp fees, and 4% other. Landing fees are \$1.60 per 1000 pounds (for a 400,000 pound 747, that would be about \$640 per landing). Ramp fees are \$484 per foot, and space rental is \$42 per square foot (typical high class downtown office space rental would be from \$15 to \$50 per square foot).

The MAC airline costs compare quite well with other major airports. The cost per emplaned passenger is \$4.93, which is in the middle of eleven other cities, Atlanta the cheapest at \$2.36 and San Francisco the highest at \$19.46. The lower cost cities are all in the Sun Belt. The MAC manpower is quite efficient, with the second highest passengers per employee of 63,500. Only Atlanta is higher, but some services are done under contract, spoiling the comparison. San Francisco again had the lowest number of passengers per employee at 24,200. MAC employs about 540 people, Denver 900, Dallas-Ft. Worth 1800 and SFO 1460.

56% of concession revenue comes from parking, 20% from auto rental 7% from food and beverages, 7% from merchandise and services, and 4% from ground transportation fees. Unfortunately, according to MAC spokesmen, NWA believes that they should get all of the revenue generated by the airport. The MAC believes that these funds should be used for airport needs, including reliever airports.

Other revenue consists of building rental (non airline?) 49%, HHH lobby fees 9%, Cargo 5%, utilities 6% and 31% other.

Downtown St. Paul Dike

Representatives of Regent, 3M and US Bank

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he would hold the check in his hand while I flew the airplane over to the other airport, if I liked the airplane, he would keep the check and we would keep the airplane. If I didn't like the airplane, he would give us the check back. Good thing we liked the airplane, I don't know if I could have got it back into that little field without rolling it up into a ball.

Al and Bill drove over to the University airport to pick me up. I had the airplane tied down and topped off for the trip back home by the time they got there. Bill took us into State College for a late lunch and because of nighttime drawing close and the strong wind condition, we thought an early morning departure would be prudent.

Al

and I went back to Bellefonte to do a little tourist stuff and took a few pictures, dropped the film off to be developed and then went back to Bill's house to say our goodbyes. We then went back to the motel to start getting ready for departure in the morning,

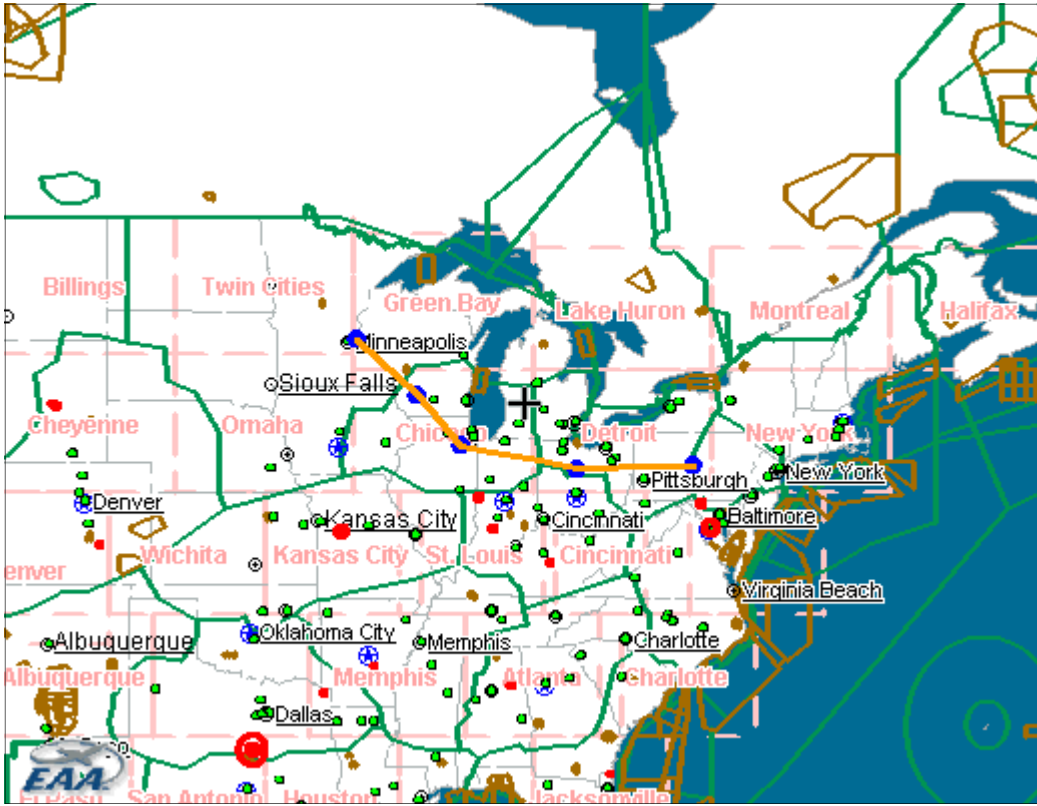
checked with flight service and got a favorable forecast, had dinner and went to bed.

Got up early in the morning and checked with flight service. So much for a good forecast. We had the weather channel on the TV all the time and they showed pretty favorable weather along the route. Flight service had a different story. VFR not recommended. Mountain obscuration in western Pennsylvania mountain region, low ceilings, low visibility and rain showers. Seems like a common phenomenon in that region.

One of Ernie Gann's books depicts the early days of flying the mail through that area; almost everybody gets killed in bad weather. We decided to check out of the motel and find one closer to the airport where the airplane was located. We found a nice place in State College just a few

minutes from the airport. We checked in and explored the town a little. Nice area.

I kept in touch with Altoona Flight Service and it sounded like it was going to remain a little marginal. Got a little sleep, woke up about two and went down to the lobby and watched the weather channel. Went upstairs about six, woke up Al, called flight service and they told me that it should be improving by 9:00 AM. Had breakfast, decided to check out and head for the airport. It did look a little better than marginal around 8:30, checked with flight service again and it looked like a go. Loaded up the airplane, did a pre-flight, checked the fuel and turned on the GPS. Looked west one more time, said good-bye to Al and mounted up.



I took off and turned to a heading of 280 degrees, climbed to 3,000 MSL and leveled off. That kept me out of the clouds most of the time and gave me about 800 ft. above the highest peaks. Visibility stayed at about 3-5 miles. These aren't big mountains in the Alleghenies, but they are a little rugged. However, at no time did I think I was unable to find a suitable emergency landing spot. There were ample farm fields and roads

available. I flew straight to Pittsburgh using the GPS for navigation. That thing is great. Thank you Paul Liedl. That engine should burn 6 GPH, but being that it was untried I didn't think I could rely on those numbers. Fuel capacity is 26 Gals, 13 in each wing, how much of that is useable I don't know. I got to Pittsburgh in a little over two hours; ground speed was only 56 knots.

Visibility had increased to about 10 miles and I landed at a little airport north of Pittsburgh called Zelenople (8G7), bought some gas and discovered I was burning more than 6 GPH. Good thing I stopped, I wouldn't have made it to Bucyrus (17G).

I took off for my next stop, which was Bucyrus (17G). Close to 2-½ hrs later, I landed at (17G) for refuel-

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ing. I was pretty tired, and I looked it. The guy at Bucyrus offered me a courtesy car so I could go into town and find a motel and a meal. He also said the 50 miles further along my route, there was an airport that had a restaurant and a motel right on the field. That sounded like a better idea so I jumped back in the airplane, (was more like I drug my butt into the airplane) and flew onto Bluffton Ohio (5G7). I must have really looked tired by then because they felt so sorry for me they suggested I just go check in to the motel and they would top off the airplane, push it over to a parking spot and tie it down for the night. General aviation is still alive folks.

Got up in the morning, called flight service, checked out of the motel, went over to breakfast, pre-flighted the airplane, untied it, added a quart of oil, changed the batteries in the GPS and was on my way. Ground speed 53 knots.

Next stop, Rochester, Indiana (RCR). They were reporting a 25K quartering crosswind, however, there was a big grass area along side the runway so I used that without incident. Gas was \$2.00. I asked if they were on EST or CST. They couldn't agree with one another.. They never change it and they must be right on the line. My next planned stop was Joliet, Ill (JOT). When I got there I still had enough gas and time and did not want to land at (JOT). The weather had been good since I passed Pittsburgh, except for the head winds, and it still looked good around Chicago, so I thought I could pick up a little time by sneaking through the western Chicago area just following freeways and railroad tracks to pick my way through all that class B, C and D airspace. I ended up stopping at De Kalb (DKB) for gas.

Next stop, Lone Rock, Wisconsin (LNR). All the way across Ohio, Indiana and Illinois, my heading was right around 270/280 degrees and my ground speed was right around 55knots. When I turned to a heading of 320/340 degrees at (JOT) ground speed changed to 95 knots. Things were starting to look up except the weather deteriorated. Ceilings and visibility lowered soon as I got into Wisconsin and it kept getting worse.

I arrived at (LNR) a little after 2:00 in the afternoon. I only had about two hours of daylight left after I fueled up there. I did not want to stop at (LNR) for the night. The weather was looking worse as I arrived. After fueling up, I went in to check the weather computer and was cheered up by what I saw. Along my route of flight the weather showed dramatic improvement. I paid the bill, checked the airplane over, (incidentally, the oil level stayed the same) hopped in, (I was feeling a little more chipper now), fired it up and roared off to Lake Elmo. I still had low ceilings and visibility through those hills east of La Crosse (LSE). It looked a lot like western Pennsylvania. Its pretty hard to tell your heading using ground references around there and I wasn't able to attain much altitude without running into some scud

About 17 miles north east of (LSE) the batteries started to crap out in the GPS. Damn! I had intended to

change batteries at (LNR), but with the concern about the time, and whether or not I was going to be able to continue because of weather, I completely forgot about changing batteries and the extra batteries were in the baggage compartment to which I had no access during flight.

The compass had been unreliable throughout the trip, I was unable to climb high enough to see the river, I was concerned about nightfall and I was now concerned about wandering off course. The pucker factor increased a little, first time the entire trip. Never fear, the radio hadn't been used too much because of noise; some of the wiring wasn't shielded. The radio uses the same size batteries as the GPS. I switched the batteries. Back in the comfort zone.

Right about that time, the clouds began to dissipate, the visibility got dramatically better, the sky got bluer, I caught a glimpse of Lake Pepin and the ground speed showed 100 kts. Soon I could see Red Wing and then the confluence of the Mississippi and the St Croix rivers and then the Hudson Bridge. I really started to feel good then, I swear I could hear John Wayne whistling the theme to the High and the Mighty accompanied be a full orchestra.

I swung to the west a little bit and did a right 180 northwest of the Lake Elmo, entered a 45 right over Marlon Gunderson's house into the downwind for 32, pulled back on the power, trimmed for 70 mph, flew a normal pattern and glided in for a smooth landing. We were home, 12.5 total flying hours in two days. Taxied in and exchanged the airplane for my truck in the hangar and I was on my way down the highway.

CORRECTION

Last month I said Clayton Richards was responsible for the designing of the flying club Hobo logo. I'm sorry. Dave Fiebiger is the person responsible for the design of that artwork. It's been so long ago, I forgot about it. I do remember now though. - *Bill Schanks*

CLASSIFIEDS

Before going public, I wanted to inform Chapter 54 that I have a heavy duty pedestal grinder for sale. Made by United States Electric Tool Company. It's a 10 inch heavy duty utility 1750 R P M grinder. It has 10 inch twist wire brush wheel on one side and a 10 x 1 inch 36/46 coarse wheel on the other. It has a 3/4 inch spindle. It's two feet wide and 42 inches from the floor to the center of the spindle. It has a bracket rising up from the back to mount a light if so desired. It weighs somewhere around 150 lb. It has a three phase motor that has been converted, so if you have 220 volt single phase, you should have no problem running it. The cost is \$225.

If interested call Jim Olson at 651-484-9459.

Meeting minutes for Monday, November 11, 2002 Business Meeting of Chapter 54

Old Business

Treasurer's report from newsletter accepted as published.

New Business

Paul Liedl supplied treasurer's report for November. (Published in newsletter separately)

Dale Rupp supplied the latest draft of the mission statement, if anything needs to be added, please let him know (Published separately in the newsletter)

Dave Cross, the representative for the Lake Elmo Airport Association, announced the annual highway cleanup on Saturday, November 16 at 8:30 AM.

Jim Anderson received a phone call from the newspaper (not known by the secretary which one) asking if the name change for the airport was dead. He confirmed that it was. Also seen in the newspaper was the possibility of the Municipal Airports Commission selling off the reliever airports.

There were two new members for the month; Steve Chiodo and John Tangen. John is an RV-6 builder. Visitors to the meeting included Gary Schmidt, Gary Peltzer, Tom Wier, Chris Staley; from Leaders Clear Lake and Daryl Johnson; a new pilot at Lake Elmo.

Art Edhlund, Flying Start Chairman announced that his program will be working with the membership committee for the purpose of gaining membership.

Al Kupferschmidt, Young Eagles Chairman, was absent.

Jerome (Drexler?) reported on the merit badge weekend held for the Boy Scouts in the area, two weekends prior to the meeting.

Paul Hove advertised the chapter's 2003 calendars for \$10; the same item in Sporty's catalog is \$12.99.

Scott Olson unveiled the hierarchy of the new Education and Membership Committees. Scott added, "It's not IF you volunteer, but WHEN." The "Change 54" Jar was passed to rid the membership of their pocket change.

Marlon Gunderson, webmaster, invited members to send him a picture or many of themselves and their airplanes, along with a short description. A new addition

to the members section of the website is Danny Bergstrom with his new-to-him Wittman Tailwind.

Dale Rupp plugged the monthly potluck dinner every Friday after the meeting. The festivities begin around 6:30 PM. The attendance was usually between 15 and 25 people.

The Minnesota Recreational Aviation Convention will be held in February at the Radisson South.

The business meeting was adjourned at 7:56, followed by a presentation by Mike Powell, A&P/IA, of Valters Aviation. He has been an aircraft mechanic for 10 years and working in general aviation for 5 years. The topic was maintenance logbook entries and owner maintenance.

-Nick Stolley

Thanks!

Please put a thank you in the newsletter to all who helped clean up Hwy 5 in November. The roadside was in terrible shape but with a turnout of over 20 members it got cleaned up in a little over an hour. - David Cross



Treasurer's Report *By Paul Liedl* November's Financial Summary

Cash on hand	\$ 35.00
Checking Acct.	\$1570.74
Investments	<u>\$6000.00</u>
Total	\$7605.74

Income in October consisted of \$425 in individ-

ual dues, \$50.00 in donations, \$150 in calendar sales, and \$58.36 in "Pop Sales" for a total of \$683.36.

Expenses for the same period were \$683.49. They consisted of \$595.73 in chapter house expenses (\$471 for annual insurance payment) and \$87.76 for newsletter publication / distribution.

New November members

We brought in 6 new members this month and lost one.

Patrick J. Anderson lives in Stillwater, Wife's name is Susan. Has SEL and Sea and owns a Cessna 172. We may have more info. later from Wrmed.

Gary Peltzer used to Hangar next to me in the 1970's. He had a Piper and a Corvette and I had the Coupe. He sold everything raised a family and is now back at 21D with a SEL and 1976 Piper Arrow. His son Cory has a SEL and Justin is learning to fly. Gary is a Machinist and lives in Lake Elmo with his wife Dawn.

Chris Bailey lives in St. Paul and has a SEL. He likes Tailwheels. He plans to build a Fisher Super Koala. He is in the construction industry and likes to and is registered by the National Registry of Emergency Medical Technicians. He wants to participate in Young Eagles.

Steve Chiodo lives in Bloomington. He has a SEL and his copilot is Mary. He is looking for an airplane and likes Kayaking, Canoeing, racing and raising his 3 boys. He is a salesman at Comstar, Inc.

John Tangen lives just across the river in Hudson. He is learning to fly and owns a 1976 Cessna 150 and RV6. He wants to help with Young Eagles

Daryl Johnson is married to Kathy and has a SEL rating and is an Engineer at 3M. More on Daryl later.

KidVenture update

by Scott Olson

Hope you had a Happy Thanksgiving. At the December meeting the KidVenture Committee will propose our first KidVenture Chapter event to be kicked off at our Chapter Clubhouse on the 2nd Saturday in May. We will have EAA approved KidVenture Field Kits, activities and games, hotdogs, gifts and goodies for kids in our community-at-large. Local Schools, Churches, Scouts, Jaycees 4H, and other "kid" organizations will participate in the Saturday event. This will be our first Chapter 54 Open House specifically for youth and family-oriented activities and a great Chapter 54 milestone in education and a fun flying day. We will provide Young Eagle rides and introductions to our continuing Education programs). It will also be our first official promotional event for our famous July Pancake Fly-in Breakfast.

The Membership and Education Committee along with the KidVenture and Young Eagle Committee will work to prepare the activities before the start of the KidVenture event. At the Chapter 54 meeting on the 2nd Monday of May we hope to confirm 54 member volunteers for that following Saturday. We invite MNDOT and other organizations to participate from any areas of aviation and education. KidVenture at EAA's AirVenture has forged valued partnerships with various organizations such as Nestles, NASA, Microsoft, and colleges & universities, each connected by a common goal: that the future of aviation lies in today's youth. Chapter 54 will pursue

our own major sponsor for the event. This event will celebrate the Countdown to Kittyhawk and "100 Years of Flight" as illustrated in the new 2003 AirVenture logo.

Perhaps we should pursue a local company celebrating it's own 100 year birthday. This is a formal "CALL FOR MEMBERS" to propose a local company for official sponsorship of this special event. Please let a Chapter 54 leader know if you have a company in mind or if your own company would be interested.

MAC DOESN'T INTEND TO SELL RELIEVERS (Continued from page 4)

Aviation Department, and other FBOs and interested tenants testified about their losses in the last flood and the need for the dike. The costs to tenants were in the millions, and the damage to corporate flying was very significant.

Jeff Hamiel Comments

The significance of the reliever airport was highlighted by the fact that of the roughly 1.2 million flight operations in the MAC system, 0.5 million are mostly airline at MSP, and 0.7 million are business and general aviation at relievers. The reliever system was created by state law at the request of the airlines to avoid delays and crowding at MSP.

All the major airlines are in bad financial difficulty, losing about \$6 billion in the last two years. Prior to deregulation in the early 90's, the airlines lost about \$15 billion in a ten year period, followed by about \$12 billion profit after deregulation in the 90's. But competition for market share caused runaway costs, which cannot now be covered. Thus, NWA, like others, is looking for every penny and concession that they can get. Hamiel mentioned a recent article in *Aviation Week and Space Technology* suggesting that the major airline companies must restructure to contain costs. Examples of successful airlines are Southwest and Blue, who do not have the high labor cost burden.

Hamiel indicated that the relievers are here to stay, but the Commission must in all fairness take another look at fee structure and costs. He suggested that a lobbying effort with state legislators may be in order to protect the reliever system.

Other business

Continuing drinking water quality problems with the new water main at Anoka were again discussed. There was more discussion about a grass strip at Crystal, which is a long way off, if ever. One of the Lake Elmo staff will be relocated, and a former Lake Elmo staff member is interested in returning. The Lake Elmo name change was discussed and is dead.

My Kitfox Flies!

By Eric Broderson



On October 22, N100EF departed Lake Elmo's runway 4 for her first flight. Forty uneventful minutes followed, thankfully, with the aircraft circling the airport below the clouds at 2000 feet AGL. My wife Linda and Chapter 54 members Paul Liedl and Tim Foss stood by on cold, cloudy, and somewhat breezy day with a hand held radio to "spot" for me.

N100EF, a Kitfox 5 taildragger powered by the venerable Rotax 912S and a cockpit adjustable NSI/Warp Drive prop, flew beautifully. To my relief, it flew hands off and required no rudder trim or wing strut adjustment! All systems functioned well. The only concern was a relatively subtle vibration felt in the rudder pedals and floor that has since been isolated to a tracking error in the NSI prop.

I thank Linda, Paul and Tim for standing by in case of any problems, and especially Paul for spending time in both his Cub and Kitfox with me to get me up to speed in taildraggers again. Its been over 20 years since I've flown a tailwheel, and Paul got me current, including 2 hours earlier in the day hitting landings at Osceola, New Richmond, Forest Lake and Lake Elmo. As a result, the first landing in N100EF was no problem. Thanks also to Dale Rupp for being my Flight Advisor.

And, of course, thanks to Linda for patiently putting up with 4.5 years of airplane building!

Since the first flight I've put about 14 hours on her, flight testing her, tweaking her here and there, and I'm thrilled with the machine. The only glitch has been the prop, which has been removed and sent back to NSI for rebuilding. Now I am flying with a basic, ground adjustable Warp Drive prop. The Warp Drive is much smoother, but I am still anxious to get the rebuilt NSI prop back. When repaired, it should be just as smooth and the in-flight adjustable prop opens a whole new world in per-

formance.

So far I'm still working on numbers, but she'll top out at about 125 mph indicated with the NSI prop, stall at about 43 mph with flaps, climb at 1600 fpm, and takeoff in about 200 feet. These figures are with only one person on board, and a takeoff weight of 1050 lbs. Gross weight limit will allow another 500 lbs of load. Until she has floats, there's no way to get that much weight in her! Her stalls are docile and straight ahead, and she handles without any surprises. She'll be a great trainer for my kids! And I'm looking forward to lots of fun on Big Carnelian Lake this winter and with floats in the summer!

You'll probably see me at 7D-1 Delta Lane or otherwise flying around Lake Elmo. Stop by or contact me at emb1016@cs.com if you have any questions or comments.



EXXONMOBIL AGREES TO REPLACE OIL

ExxonMobil officials say sediment found in a select number of quarts of Exxon Aviation Elite 20W-50 oil is harmless to aircraft engines, but the company will nonetheless replace unused quarts at no charge. The company discovered in August that about 1,100 cases of the oil distributed in early summer had been contaminated with small amounts of fine metal particles from a wearing pump used in the manufacturing process. ExxonMobil alerted its distributors at that time and offered to take back any unsold oil. The metal particles settle out of the oil during shipment and adhere to the bottom of the bottles even when the oil is poured into the airplane, according to ExxonMobil. If the particles enter the engine, at sizes smaller than 5 microns, they pose no threat to the engine. Even with the contaminants, the oil is well within industry specifications, ExxonMobil reports, and causes no safety or maintenance issues.



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



Private Pilot Ground School

FREE: Starts January 9th

Private Pilot Single Engine Land Ground School

Will be held the third Thursday of every month at
Chapter 54 Clubhouse

6PM - 8PM and includes a light supper

Volunteer Flight instructors will be on hand to answer questions

Contact: **Paul Andersen**; Continuing Education Committee Chair or any Chapter officer if you are a member
or go to www.eaa54.org and join EAA Chapter 54 here at Lake Elmo 21D
For more information to join EAA54 call **Scott Olson**; Membership Director cell phone anytime at: **(612) 490-2196**