



Chapter 54 News

Lake Elmo, Minnesota

September 2002

September 2002 Program

- Monday September 9
- Social Hour at 7 p.m.
- Meeting at 7:30 p.m. Chapter House, Entrance B, Lake Elmo Airport
- Program: This month's program will look at RV and KitFox projects. It will be held on Alpha and Delta Lanes. There will be no business meeting this month

Times of Transition

by Bob Collins

Just before I went on vacation in August, a lot of us got word in the RV community that Scott Reviere was killed in the crash of his RV in Tampa.

Scott was pretty well known, being a major contributor to the various Internet lists of homebuilders. His advice and wording was such that you always paid attention to what he wrote because he always seemed — and apparently was — knowledgeable about the subject.

His friend, Jim Norman, had ridden with Scott in his RV-6A the day before the fatal crash, and provided insight into the type of aircraft and building. The story, from what I understand, is fairly common. After years of building, you just want to fly.

Here's Jim's report:

"N747ES was an RV-6A Slow Build, built in a garage attached to Scott's air-conditioning business. I have visited Scott's project countless times. There was a group of us that always visited each other's projects, and were there for big days like engine mounting, engine starting, wing hanging, etc, but we were also there just hanging out being friends.

The engine was a used O-360 with a used CS Hartzell. Both were removed from a government airplane of some sort about 6 years ago and they had been sitting since. 2 magnetos. The engine started fine every time we saw it. It started easily. It shut down nicely. Two others said that they observed

the engine sputter a bit during a run-up (or two) during the past 2-3 weeks, but I did not observe this.

It received its airworthiness certificate about 5-6 weeks ago. It was a non-event, and some of us here were disappointed. This was a plane of average build quality, yet there was not a single squawk by



the FAA inspector. I wasn't there for the inspection, but word has it that paperwork was the real emphasis, not the safety of the plane. Again., it is not the duty of the FAA examiner to keep us safe, however, it would

be nice to have an objective eye.

Scott has had a license for about 9 years, but has never owned a plane, and did not fly very often. He did the smart thing and allowed a test pilot to fly off his initial 25 hours. He then transitioned into it, and had put 'roughly' 25 hours on it himself, prior to me getting into it on Saturday.

As Scott's plane went airborne (we were all there to watch), it was noticed that the vertical speed indicator (VSI) did not work. A new VSI was put in the plane, and it did not work either, obviously suggesting that the problem was in the pitot/static system. The VSI was removed, and knowing this problem existed, Scott and several other pilots (about 4 others including me) flew the plane, but on beautiful clear days.

The radios did not work well, nor did the intercom. If there was any outside radio transmissions, it would override the intercom. Thus, in my short 45 min-

(Continued on page 6)

INSIDE THIS ISSUE	
Times of Transition	1
President's Column	2
Variety around the patch	3
New Members	3
AirVenture with the Kids	5
Classifieds and Notes	5
Treasurer's Report	7
Photo Gallery	8



President's Column

by Dale Rupp

The September 9th meeting will be held at both Alpha and Delta Lanes starting at around 7:00 PM. As I announced at the August meeting, this will be a chance to look at two kit plane types in various stages of construction. Paul Liedl will have his Kit Fox on floats along with a few other Kit Foxes on Delta Lane. An RV4, 6 and 7 will be on display at Alpha Lane. The owners of these planes will be on hand to discuss why they chose this design, factory help and anything else you want to know about these airplanes. For me it's a chance to really clean up the hanger and even dust off my airplane. We want to have plenty of time for you to look at these airplanes and ask plenty of questions before it starts to get dark. With this in mind the business meeting will be put off till next month.

Young Eagles

As some of you know, I have been flying Young Eagles at the Pioneer Airport at EAA in Oshkosh for quite a few years. A week or so ago I took up a 12-year-old boy. My first question after takeoff is, "what do you think so far". I normally get answers like 'super', 'great', 'cool', or 'awesome.' This boy said, "There are a lot of farms here and it is all green." He was right but that is what we have in the Midwest — farms and a lot of green crops. I thought everyone knew this. So I asked him where he was from, which is normally my second question, and he said, "New York City, and the only thing we grow there is concrete."

This just shows that the first flight for a kid in a light plane is a completely new experience, and how they react to it is very different from what we think they should. In some cases they are very apprehensive and really don't want to go up. Peer pressure or pushy parents are forcing them to go up.

Just to make sure they still want to go flying I always ask each kid just before takeoff if they are ready. In most cases they say 'yes' with a smile. A few times they have said 'no,' so I tell them that is just fine and try to convince them that they made the right choice. The first thing I do then after I shut down the airplane is get to the parents and explain to them that their child made the right decision and hint to them that they shouldn't jump all over him or her.

Which reminds me of one boy I flew. His parents were putting a lot of pressure on him to take the free flight. Just before takeoff I asked him if he was ready to fly and he said 'yes.' Just as soon as I had the airplane flying I looked over at him and he was crossing himself like a good Catholic. Right then I knew I had to get this kid back on the ground. So what is normally a 10-minute flight became a 2- or 3-minute flight with him crossing himself many more times.

As soon as we landed and rolled up to where his parents were waiting, he was all smiles and saying that he just loved the flight. His parents were happy, he was happy to please them by going flying, and I was happy to get him back on the ground before a thunder bolt from on high hit us. Flying Young Eagles is a lot of fun and every pilot should do it.

EAA Chapter 54



President

Dale Rupp
DaleRupp@email.msn.com

Vice President

Paul Hove
Paul.Hove@guidant.com

Treasurer

Paul Liedl
liedlp@infi.net

Secretary

Nick Stolley
AIRPLANEIT@aol.com

Education Director

Art Edhlund
aedhlund@hotmail.com

Events Director

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

Housing Director

Dave Fiebiger

Membership Director

Scott Olson
scotto0125@hotmail.com

Newsletter Editor

Bob Collins
bcollins@visi.com

Past President

Bill Schanks

Young Eagles Director

Al Kupferschmidt

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

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

21D RCO 118.625

21D Unicom: 122.8

TPA: 1932'



Variety around the patch by Bill Schanks

For the past couple of weeks I've been reflecting on the diversity of aircraft flying out of, or about to fly out of, our Lake Elmo airport. I don't know if it's typical of the trend throughout the U.S., but I think it probably is. The majority is of the homebuilt type. Everyday, as I sit on the deck of the Chapter building, I can observe Kitfoxes, Rv-6s, several varieties of biplanes; a Pitts; a Skybolt, an Acro-sport; (actually I'm observing this one from inside the cockpit); a Christen Eagle; and a Navy N3N which is a non-homebuilt, but certainly representative of the EAA movement. Most of the other aircraft flying from Lake Elmo are also representative of the EAA movement with the exception of a few training aircraft and an occasional visiting multi-engine plane.

Being a Technical Counselor for Chapter 54, I have the very enjoyable opportunity to visit the pilot builders/restorers of these airplanes as well as the airplanes themselves. This is a privilege for which I am forever grateful. Being a retired person, I am able to spend a lot of my free time at the airport visiting. Every week, as I drive around the airport, I see open hangar doors revealing various projects and their builders making progress toward a completion date. This summer has seen a noticeable increase in aircraft being brought to the airport for final assembly.

I also enjoy, as a retired person able to spend time at the airport, seeing open hangar doors indicating that the airplane from within is out flying. Other retired persons also have time to spend at the airport where they have the opportunity, on days with nice weather, to fly their airplanes. On a typical nice day, weather wise, (which there have been a lot of recently) as I arrive at the airport between 8:30 and 9:30, I can see Robert Westerberg flying his Luscombe. It is also possible to see Paul Liedl out in either his Cub or his Kitfox and almost daily one of the Martin brothers will be out in their Skybolt. The Christen Eagle flies with Dave Briggs in the cockpit on a pretty regular schedule also. Don't forget Dennis Johnson in his shiny little Cessna 140. Speaking of shiny airplanes, it is almost blinding, on a sunny day, when Charley Hoover is exercising either his Swift or his Thorp T-18. As long as I'm on the subject of Swifts, Mickey Supina has been seen out flying lately in his recently restored airplane. (That's another whole remarkable story in itself.) The sound of a recently restored, 180 horse Lycoming powered Pitts has been heard a few times lately when Jim Lund goes up to conduct test flights. There are a couple of red/orange airplanes that can be seen and heard around the airport too; namely a Piper J5 (Marlon Gunderson) and a Lycoming powered Taylorcraft (Bob Waldron). Bob recently purchased the Taylorcraft from Chuck Larsen in Oshkosh. Chuck's a former Chapter 54 President. Doug Weiler, although not retired, likes to come out to the airport to fly his RV-4 whenever he has the chance too. There are some pretty unique airplanes that fly out of our airport, one of which is the Anderson's Cessna T-50 Bamboo bomber and also their pink Piper Apache, Fat Albert. This is a pretty nice way to spend a summer day. Don't-cha think?

Our airport, thanks mainly to Chapter 54 members, is very active. We have a lot of flying aircraft and we will have a lot more

flying aircraft in the very near future. I don't know which type of homebuilt is in the majority, (maybe someone should do a survey), but there are a lot of RV types, either flying or under construction on the field, and there are a lot of Kitfoxes, either flying or nearing completion. I mentioned those open hangar doors; well some of the names and airplanes that go with those open doors are Eric Broderson, Tim Foss, Paul Hove and Dale Rupp. Eric and Tim each have a Kitfox and Paul and Dale have RVs. There is a big movement for each type throughout the world, that's a lot of airplanes being built.

I just visited Tom Gibbons and his Pulsar and I have plans to visit Bob Collins, Scott Hutchinson, Rv-7s (?) and Todd Balsimo (Challenger), as well as Gil Leiter and his Challenger within the next couple of months. Some other projects I have visited or plan to visit are Ed Peiffer and Dick Stright, both of whom are building Fisher designs and I also have to get back to Dave Holmes and his Super Stinker. These airplanes I mentioned are just a few of those that are represented in our chapter and all have a very interesting story to tell. I certainly have plenty to do to keep me busy and maintain my interest in aviation. I'm able to observe the inner workings of what keeps an airport going and to meet and become acquainted with the people involved in those inner workings. I have some interesting projects to visit and some interesting airplanes to observe, one of which is my very favorite airplane; a Monocoupe. Mark Holliday is purchasing an Aviat Monocoupe. I don't know the details but I sure am looking forward to the day he takes delivery on the project. I became acquainted with the quality of the Aviat products during my visit to Dave Holme's Super Stinker project and was quite impressed. This should be a very interesting story. Keep your eye on the newsletter for future developments.

New members

Steven Wagner is a physician and lives in Lake Elmo. His wife is Teri. He owns a Cessna 414 at Fleming and has SEL, Multi, glider, seaplane and instructor ratings.

Tom Wier is a retired physician, specializing in anesthesiology. His wife is Mary Ann. He is also a retired Brigadier General, and formerly a flight surgeon with the Minnesota Air National Guard. He has a 1954 Corvette, which he restored, and is working on a Cozy Mk IV homebuilt. As President of the Air Guard Museum at Wold Chamberlain, he is actively working on their Jenny Project, which is currently at Chuck Doyle's hangar at Flemming field in South St Paul. Tom recently acquired a hangar on the north side of 21D, and maybe we'll be seeing him around the field.

AirVenture with the kids

by Scott Olson

This year I took 5 kids to Oshkosh with my son T.J.-14; and his friends Nick, 14 Erick,13; Tyler,13; and Josh, 10. This is my observation(s) of the boys at Oshkosh.

They liked the freedom from being away from home Thursday through Sunday. I like the EAA environment, which is safe, clean, and friendly and has little time for hardcore mischief. We departed Lake

Elmo with my van, which was custom equipped with a Microsoft Xbox and Sony Play Station II with age-appropriate games and movies (Yah-right). Their gear wouldn't fit in the van so at the last minute I hooked up my 12-foot rowboat and trailer to haul the luggage, tents and food. And besides it always rains at Oshkosh!

We stopped on the way in Winona for gas and a brief visit to introduce T.J.'s sister to his friends then drove through LaCrosse. We

entered Oshkosh through Ripon and followed the tracks and planes for 1/2 hour. My previous 25 visits to Oshkosh was experiencing the excitement of flying my Ercoupe up the tracks and reporting to Fisk. From the ground it was just as spectacular and you would need a tape recorder to get the sound effects of the planes, kids, and driver. We camped in Scholler right next to the bathroom for electricity to run the Xbox and Play Station. Next to the bathrooms was the teen tent and video arcade. We set up camp and by 10 p.m., the boys were scoping out "chicks" at the dance tent and playing at the video arcade. I took a shower and it was "warm".

The first morning the older boys ditched the 10-year-old and me. They promised to rendezvous at the control tower right before the air show started. I know the older boys made a beeline to the Fly-Mart and spent most of their time at tents looking at guitars, toys, sunglasses, lighters and necklaces.

I attached a walkie-talkie to Josh and selfishly dragged him through the four large exhibit halls. I'd get 1/2 hour to myself and could walk double-fast visiting exhibitors for each Flight Simulator booth Josh had to stand in line for. After an hour through each building it was time to visit the Fly-Mart. Josh played on Honda Motorcycles and 4-wheelers while I searched for and bought my \$40 red wingtip lens for the Ercoupe. We all met at the control



Nick, Josh, Erick, Angela, T.J. and Tyler for brief stop in Winona on the way to AirVenture

tower and went to the front of the flight line for the best view of the air show. It is so rewarding to see young people stand and watch the United States flag and rockets with flare drop out of the sky.

After the air show we made the pilgrimage back to camp and roasted hotdogs ate junk food, candy and pop. The chances of me ever getting to my favorite place the Theatre in the Woods looked pretty bleak. The older boys took a shower and went to the Teen Tent. I relaxed and met and talked with

some neighbors from Georgia. Two boys came back to join Josh to play Xbox and two stayed at the dance and focused on chicks.

The next day I let them sleep until 9 a.m. That gave me time to visit old Ercoupe acquaintances, tour the ultralights and classic and antiques areas and get back to them by 9:30 a.m. We all went to the EAA AirVenture Museum and the first thing I showed the boys was my family brick, viewing my charter membership and contribution to the museum. This time we split up in three groups and again agreed to rendezvous at the air show. My son and his best friend went to eat all the candy at Nestles. I have no idea what the other two did. Josh and I took a nickel tour of the museum and ended up in Hangar X., where Josh climbed into the cockpit of a half-scale model of the F-22 Raptor, the nation's newest front-line fighter.

Then it was on to KidVenture right on Pioneer Airport. I am really turned on and my hats off to the vision of EAA leadership to transition Oshkosh from the good-old-boys, big-kid, aircraft-builders haven to a safe, professionally run, family-oriented big- and little-kids aviation playground. It will take a future article to describe my viewpoint of KidVenture, with its hands-on, educational-and fun-aviation-based demon-

(Continued on page 5)



Josh receives Flight Simulator training at "Count Down for Kitty Hawk"



T.J. gets training for NAS-CAR Simulator at Ford booth



The boys move into shade and goof around at Airshow

strations and presentations. After all, kids get to build their own gliders and rockets, fly simulators, see aviation legends tell their stories, ride in a tethered hot-air balloon, and so much more.

We all met and sat in the rain to watch the warbird air show. The kids really never asked about this plane or

that plane and never really distinguished between show planes that were home built, Antique, Classic or Ultralight. But they certainly glued their eyes and ears to the Harrior. They spent more time asking questions of the booth with the electric car than an aircraft builder prepared to close a deal on purchasing a new airplane kit. We got back to camp and cleaned up, ate corn on the cob and sandwiches for supper then off to the dance and video arcade and Xbox.

On Sunday we packed up camp and finally got to the Theatre in the Woods. We to church and sang most of the American Heritage songs while the B1 Bomber was flying over (I sat way in back of church because I thought it would fly over during service). We each had an ice cream cone and pop and headed out across Aero Shell Square towards home. We stopped at the Ford pavilion, which had their own version of KidVenture. The kids sat in and raced NAS-CAR simulators and raced little electric cars and played with Kinects (Legos) for well over an hour. My hats off to Ford.

It was time to leave. I went to move the van and the battery was dead from playing Xbox. I went to the exit to get my camping refund and found the only thing I could criticize about our EAA organization. EAA is too big when all they can do is provide me with a business card for a \$50.00 tow truck, while I was pointing 50 yards away to my Van/campsite with five anxious sweating kids and ready to go. With 25 years experience knowing the kind of members we have, I asked the first person I saw for a jump and they obliged and we were on our way. The kids played and teased each other on the way home. The car battery died in Menominee, WI. We stopped at K-Mart and bought a new one in the rain. We drove home through a thunderstorm and dropped the kids off about 10PM. Overall the kids had a great adventure.

No Minutes of the August meeting were available at the time this issue of Chapter 54 News was prepared.

Classifieds & Notes

EAA CHAPTER 237 AUCTION

Before the September meeting (September 23rd) we're collecting anything we can for an auction to raise money for much needed upkeep on our hangar. We're also accepting cash donations and / or materials, such as 2x12s, sheetrock, tin or insulation in the event someone has leftovers from another project.

Hot items might be aviation related tools, jackets, artwork, airplane parts, space heaters, or even couches, refrigerators etc. . . On larger items, we're willing to split the profit with the donor with terms on a case by case basis.

The auction will be held at our Oct. 28 meeting and the public, and all organizations that utilize our hangar our welcome and encouraged to attend!

You can bring things to our hangar anytime before that, and if you'd like, contact me at (612) 202-1447, or at home at (763) 862 - 0585 - or I check my E-mail frequently. Anything you could do to help us out is greatly appreciated. — Jeff Jorgenson can be reached a flyjorgy@yahoo.com

FOR SALE

Two gallons of Ply-Brush. Best offer. Also For Sale: Graziella folding bike with lights. A picture is at the Chapter House. Contact Dick Stright at 651-773-7549.

FLY IN THANKS

Thank you for your help with this year's fly-in. I also wish to thank your family members or friends who may have helped with the event.. Without your help, this event would have never been possible.

We had a very successful year. We served 677 breakfasts and raised approximately \$2,300 for the Chapter. We had approximately 65 aircraft fly in.

In preparation for next year's event, if you have any suggestions, comments on what went well or did not go so well during the event, please forward them to me for consideration during planning for next year's fly-in. Your help is needed and appreciated. (Tim Reberg)

TIMES OF TRANSITION (Continued from page 1)

utes in this plane, I found it very hard (frustrating) to communicate with the other person. Even when the intercom was on, it was not loud or clear enough, and was simply, not correct.

The navaid did not work. Emergency lights (alternator, etc) did not work. However, knowing these squawks, myself, and others, anxious for some RV time, jumped in. The plane was very well balanced. Flew hands off. Electric trim worked fine and the plane could be trimmed very easily. The electric flaps worked crisply and correctly. The controls were smooth and appropriate. I preflighted the plane (air frame only) on Saturday, and yanked very hard on every control surface, wing tip, cowl, etc... and all was just fine.

When flying on Saturday (from the right seat), several things became apparent. First, Scott did not use a written checklist, however, when I asked him during our run-up, he spouted it off verbally, and went through what I believed to be a very appropriate check list that was in his head. The mag check was fine.

While taking off, I noticed that the airspeed indicator seemed to be off a little, but I was not sure because it was completely on the other side of the cockpit. I have very little RV time, (<2 hours), so some of my time was more 'observing' and asking. It did seem, however that when we took off, we didn't rotate until about 90 MPH as indicated by the airspeed indicator. It didn't look quite that fast (I have an Archer that I fly regularly), but that is what the airspeed indicator said. I didn't ask. We flew around a bit. I flew over my house and circled. The plane flew fine. We came back to the airport and he landed it (touch and go), and then we went around again and I made the second landing... full stop, and we got out. I do not know the correct way to land an RV-6 with a CS prop; Scott's landing procedure was to push the prop control all the way in, and keep the plane high and fast (100 MPH). Compared to my 500+ hours in an Archer, this was very different. We stayed high, almost 1000 feet and made a short pattern (short downwind, short, base, and short final). Then we almost coasted (fell?) down to the runway rather than flying it to the runway. The VASI lights??? Too high to even be white.

After I got out, another RV builder (my hanger mate) Don Hughes (who's RV-6 we were putting the wings on Saturday) flew with Scott, and I went home. (Don flies a Navion and I respect his judgment greatly). Don reports to me now (after the crash) that they flew with the purpose of staying in the pattern to get some time, and practice. They apparently made one circuit and landed because Don was uncomfortable with the airspeed indicator not working correctly at all times. Don's observations were that at speed it seemed to be correct, but at slower speeds, it was not

moving, or was moving too slow and erratically. Don got out, Scott flew back to his base airport (not the same one where Don and I are based). Scott's stated plans were to fly to Peter O'Knight airport the next morning (Sunday) to pick up John Woleki for some training. John is a very experienced pilot from the Marines (A6 Intruder pilot in Vietnam), and worked as a CFI at Flight Safety in Lakeland, and at Peter O'Knight airport.

Scott arrived at Peter O'Knight airport at about 9:00 am Sunday. He pulled up to John's and Marvin's hanger (they are putting their wings on and getting their RV-6A ready to fly). John hopped in and they flew away. By witness accounts (I was not there), they took off, went around the pattern and lined up for a landing on runway 17.

Witnesses (including Marvin, John's building partner and best friend) say that they were too high for landing on runway 17 (sound familiar?), and that over the runway they applied full power and began a go-around. Marvin is quoted in the paper as saying that the engine responded correctly, apparently delivering full power. They made a left turn to the north, and again, according to witnesses, the plane was sluggish, eventually stalling and falling to the shipyards below. It is not clear, if they were trying to get aligned for runway 21, however the wreckage is more or less on the extended center line of runway 21. This may be coincidental.

The plane stalled and spun into the ground at near vertical. The final resting place of the plane was about 70 feet from the impact site. The impact site was within a huge dry dock, made of cement--- about 75 feet tall, 1000 feet long, and 175 feet wide. The plane came to rest upside down. The engine is separated from the mount, but still within the vicinity of the fire-wall area. Other than the crankcase and its metal accessories, nothing FWF is recognizable, even to me, consumed by fire.

I looked for, but could not see the prop/throttle/mixture controls so could not comment on their positions. Bottom line: there is nothing that can be said about the airframe. My opinion of the cause of this crash: They stalled while performing a missed landing and go-around. Contributing factors potentially (likely?) was the faulty pitot/static system, including airspeed and vertical speed indicators. There was no stall warning device installed. Also, the question that the engine sputtered (loss of power) is still an unknown, but obviously a major contributor to them stalling if this occurred. " (End of Jim's report)

COULD TRANSITION TRAINING HAVE HELPED?

In the wake of several homebuilt accidents, many kit

(TIMES OF TRANSITION Continued from page 6)

companies are pushing for more coordinated transition training, especially for those "Wichita iron" drivers who are moving up to a hot rod like an RV.

Eustace Bowbay of British Columbia wrote with some ideas:

"Until the time I built my first RV and started flying it in 1992 I had no involvement with the experimental group. Since then I have tried to keep as well informed as possible mainly for safety reasons. I have subscribed to the RVator since 1988 and have been on the RV-list for a number of years.

When I first started flying in 1938, on my first flight I was not disappointed, it was and still is everything I had imagined it would be, but coming from a farm and ranch background where one is involved in the handling and mechanics of servicing and repairing of all types of equipment I realized that an aircraft was going to require some very special attention. The importance of this has stayed with me ever since.

It has been a steady learning process, but the remarkable thing about it is, the more you know about it the more you realize that with proper training and experience and a well maintained aircraft the chances of having a mishap are nearly zero.

The key for me has been staying a bit on the cautious side, not pushing the limits of my ability, be it weather, runway conditions, the aircraft or whatever.

Fight against being over confident and the tendency to get careless and a show-off as your pilot in command time builds. (Hard to do when flying a P51) The ability to fly instruments is the icing on the cake and makes you a far safer pilot.

After flying the RV for the past 10 years and just finishing a 6A and being totally involved in the RV world since

Treasurer's Report

Cash on hand	\$ 30.00
Checking Acct.	\$7843.76
Savings Acct.	<u>\$ 0.00</u>
Total	\$7873.76

All assets are currently consolidated into the Chapter's checking account awaiting board approval of investments into Certificates of Deposit.

Income in July consisted of \$350 in individual dues, \$25 in donations, and \$3238.10 in gross receipts from the pancake breakfast and \$6.31 in interest for a total of \$3619.41.

Expenses for the same period were \$1687.97. They consisted of \$330.77 in chapter house expenses (includes MAC lease for two year period), \$438.00 in air academy scholarships, \$84.51 for newsletter publication / distribution, \$686.29 for the pancake breakfast, and \$148.40 in pop purchases.

Please note that though the pancake breakfast was a financial success, not all expenses have been turned in as of this month's report.

1988 I would like to pass on some of my thoughts to the low time RV builders to safely transition into these fine aircraft. Build your RV to the drawings using standard aircraft practices and inlist the help and advice of experienced people.

Know how to select a safe engine or get professional advice.

Everything firewall forward done to certified standards or better.

After final inspection is complete have a AME with at least ten years of experience go over it again.

First flight should be done by experienced pilot with a minimum of 100 hours on same type of RV. Ideally someone who has a instructors rating or has held one in the past and is willing to fly with the builder until he is satisfied that the builder is ready to fly on his own.

All snags to be cleared before next flight or as many flights as it takes to get it done. An ideal scenario would be when snags are cleared and say five to ten hours have been flown off the builder should start his or her transition with the qualified pilot from the right seat in the case of the side by side, then when comfortable switch to the left side and let the check pilot make the decision when to turn the builder loose.

While the RVs are a straight forward aircraft to fly and have no bad habits, it is a big jump from a 150 or a172 kind of like going from a golf cart to Mustang, you have to learn to stay ahead of a much higher performing aircraft. I have found little difference in the flight characteristics of the various RVs that are properly built and rigged. The numbers are much different from, say, a 172." (End of Eustace's message)

For more on transitioning, see the AOPA Safety Foundation article on the subject at <http://www.aopa.org/asf/asfarticles/sp9709.html>.



The faces of aviation, as recorded by Jim Anderson at the Lake Elmo Chapter 54 Pancake Breakfast and Fly-in. More images can be found on page 8.

Chapter 54 Fly-in and Pancake Breakfast Gallery



Above photographs from Doug Weiler. Photos below from Jim Anderson\



The Bayport Fire Dept., gives its version of a *Young Eagle* flight to EAA 54 member Bruce Abercrombie. (Photo by Jim Anderson)





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

