



Chapter 54 News

February 2002 Meeting

- Monday Feb. 11. Social Hour at 7 p.m. Meeting at 7:30 p.m. Chapter House, Entrance B, Lake Elmo Airport
- Program: Other Airspace Users: Sport Rocketry

Speaker: As airplane pilots, we share the skies with participants in other activities and it would be helpful to understand how they operate. One of these activities is Sport Rocketry. Jeff Hove will explain to us on how with careful adherence to regulations and safety by its participants, rocketry is an exciting and rewarding hobby and does not pose a hazard to aircraft.

Jeff has been a private pilot since '87, is an EAA member, and has a Cessna 150 hangared at Lake Elmo. He has been a "Born Again Rocketeer" for the last two years and is certified by the National Association of Rocketry for High Power Level 1 and 2 of up to size "L" motors. Jeff previously presented to this EAA group in 1996 on the topic of Flying Fighter Jets in Russia.

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Good Thoughts for Jerry

Organized by Bob Collins

Over the last few years, I haven't been able to participate much in Chapter 54, so I only got a chance to see or speak to Jerry Sarracco 6 or 7 times. Still, when Jerry passed away on Thursday Jan. 31, I felt as though I'd lost a dear friend. I did.

Seldom have I met a person so affable, with the ability to remember a name and the ability to focus all of his attention on you when talking with you, making you feel that at a particular moment, you were the most important person on his mind.

After January's chapter meeting, he stopped me on my way out to tell me how much he enjoyed the article in the last newsletter about my heart problem. He wanted an update and more background. We talked for a bit and then he said, "I'll think good thoughts for you."

I thought then - and obviously still do - that it was one of the nicest things anybody had ever said to me. And so, on his passing, I thought it's only fitting to provide "good thoughts for Jerry" from Chapter 54 members. We start with Alan Johnson.

I first met Jerry in the spring of 1992. My wife and I had just moved from St. Paul and as the weather warmed, we watched and heard the mix of aircraft on final to then-runway 31. I'd not owned an aircraft for 10 years. Personal priorities and the press of business had gotten in the way. But I couldn't resist any longer.

I talked it over with my wife (well, at least I dropped the first hints) and headed for 21D's hangar area. Cruising the alleyways, I asked if anyone knew of a 182 owner looking for a partner or a 182 for sale. I was met with understandable coolness - after all, no one knew me, why I might really have been asking, or whether I was casing the airport. Increasingly disappointed, I began just slowly cruising the alleyways. At least I was on an airport again. But a pleasant gray-haired fellow waved me to a stop. With a big grin he greeted me: "You're looking for something aren't you. Can I help?" And help he did. I didn't know then that I'd just met Lake Elmo's unofficial greeter, security department, event organizer, and handyman.



I just knew that the place instantly began feeling like home.

Jerry showed me the ropes: A list of area flight medical examiners; the best alternatives for my way-overdue biennial; the fellows who had some hangar space available; the Elmo Aero and Mayer Aviation gangs; and the most interesting and entertaining mix of airplane addicts I've ever met - every one of them Jerry's close friend. As I progressed in my mid-life flying, Jerry continued to dole out the information and advice. And in that calm, jovial way of his, he helped calm my wife's fears of flying and encouraged her attendance at EAA chapter events. I mentioned I wanted to build a new hangar - he tutored me on the ins and outs of successfully dealing with MAC. I picked up a small Beech twin for that new hangar - he shared his list of great parts sources for older Beeches.

(Continued on page 4)

Minutes of January Meeting

The meeting was called to order at 7:30 p.m. Minutes and treasurer's report were accepted as reported in the newsletter.

A report was made regarding the Board of Directors meeting held on Saturday Jan. 11. Paul reported on budget discussions and said the goal of the 2002 budget would be that all of the chapter's education programs should be supported by special events and day-to-day operations would be covered by members.

The budget was approved. It allows for \$1,850 for education, including three Air Academy tuitions and Young Eagle operations. These will be paid for through special events and EAA credits.

To eliminate a budget shortfall projects of about \$2,500, several actions were approved effective 3/31/02.

1. The chapter will encourage members to receive the newsletter via e-mail or on the chapter's Web site.
2. The chapter will increase active memberships to 90.
3. Chapter dues will increase by \$5.

Dale pointed out that for the first time in 43 years, the chapter has fixed expenses because of the chapter building. "Now we have a home," he said, "We're married to this thing."

As part of the chapter's 501(c3) status (see January newsletter), we're looking for three young candidates for the Air Academy at \$500 per candidate. Paul Anderson will try to get some attention from the Stillwater Gazette to get the word out. There are three age groups (12-13, 14-15, 16-18). Several possible candidates were suggested, and these will be reviewed at the next meeting.

Housekeeping. Applause to Dave Fiebiger for shoveling snow, turning the heat on and bringing the chapter meeting house to reality. The chapter would like to open the house more than once a month. President Rupp suggested Saturday morning and asked for volunteers. A sign-up sheet was circulated with two members per month being responsible for opening the house around 8 a.m. and closing it around noon.

Membership - Jerry Sarracco reported that he has approached 4 possible members and is awaiting word back. Jeff Bird was introduced as a guest and was a member by the end of the evening. Jeff is a private pilot with an interest in ultralights and building. Jeff lives in Bayport.

Chris Kuhn (apologies if the spelling is incorrect) was introduced as a guest. Chris is from St. Paul. He started flying 6-7 months ago.

Jerry Sarracco provided a report on behalf of the Lake Elmo Pilots Association. He said there is some concern about legislation (HF2568) to change the structure of the Metropolitan Airports Council. He said MAC could lose control of some airports as well as the purse strings. He said under the legislation, the state would decide how much goes to what airport.

Construction of new hangars at Lake Elmo has been delayed; it is now scheduled for 2003. Insurance on hangars is now going to be handled in-house, rather than through an agency in California.

Jerry reported that the chairman of MAC has taken a special interest in the attempt to change the name of Lake Elmo airport.

MAC is looking at how to monitor FBOs at reliever airports. He also said RCO equipment is in, but MAC is waiting for a communications adapter. With an RCO, you can open a flight plan or file locally.

The next meeting of the Regional Airport Advisory Council was announced for 7 p.m. on Tuesday January 29.

Young Eagles - The chapter was hosting a Young Eagles Day on Saturday Feb. 2. The chapter is hoping for 150-200 YE flights this year.

Chapter House - President Rupp is encouraging members to provide pictures of their projects/planes for display on the chapter house wall. Marlon Gunderson said he's preparing a list of donors to be honored with a plaque at the chapter house.

Banquet - The banquet is being planned for May. No date for the banquet had been set, pending a discussion over the work party at Oshkosh which will be May 3-5. A target date of May 13 was set for the banquet, probably at Mancini's.

Chapter Service Award - Bob Waldron was awarded the chapter service award by President Rupp. "Bob did a magnificent job as treasurer and as newsletter editor and was the person who got Chapter 54 involved on the Web," he said.

Bruce Graham was introduced. He represents the Minnesota Air Guard Museum and gave an update on the museum's plans. The museum has lots its present location because of the anti-terrorism mission of the Air Guard Base. He said more details could be found at www.airguardmuseum.com.

Paul Anderson provided an outstanding program on "25 ways to become a more proficient aviator. (Details elsewhere in this issue)

Twenty-five ways to be a better aviator

Paul Anderson presented an outstanding program at the January EAA Chapter 54 meeting. Paul is an Aviation Safety Counselor and he first outlined his responsibilities in this area, including conducting safety activities, assisting general aviation with safety activities, conducting proficiency flights, provide remedial training to pilots who may have gotten up close and personal with the FAA.

He used slides, anecdotes and good humor in providing 25 tips to be a better aviator.

1. Find a mentor - Find someone you respect, can learn from and be challenged by.

2. Fly with a friend - You learn from watching and doing.

3. Learn About Your Airplane - Memorize v-speeds. How long will it take to make an emergency descent? Learn your aircraft systems.

4. Fly a different airplane - It increases overall knowledge and skill. It builds confidence.

5. Get a rating or gain a skill - "In instrument training, I think you learn more about flying an airplane than you do about instruments," he said.

6. Fly at night or in a wind - If you avoid less-than-perfect conditions, pretty soon you become more comfortable avoiding it and you don't go flying. If you don't feel comfortable, fly with an instructor.

7. Fly somewhere "away" - Expand your flight area. Fly the ring around the Twin Cities, for example.

8. Fly on a regular basis - Once a week, even if it's just for an hour.

9. Talk to a mechanic - Jim Montague says you can tell an airplane by its tires. Mechanics know a lot.



Paul Anderson's presentation at the chapter meeting

10. Work on an airplane or build one.

11. Attend a seminar

12. Ask questions - It's not what you know, it's about knowing where to find the things you don't know. Read the Airmen's Information Manual.

13. Get yours wings - If you're in the Wings program, you'd have to work hard to get the FAA to take away your ticket. Aside from increased proficiency, you can also get a discount on insurance.

14. Take a field trip - A local FSDO or an ATC facility, for example.

15. Join a (type) club.

16. Read a book - AC 43.13, or "Stick and Rudder"

17. Maintain a library

18. Surf the Internet - www.faa.gov is loaded with good information.

19. Ask for help - And if you get an answer, pass it along.

20. Help someone else - To teach is to learn.

21. Keep yourself mentally and physically healthy - "If you're under stress, you're not going to remember things."

22. Set standards for yourself - Set weather standards, and performance standards, such as accurate navigation and precise landing distances.

23. Think about your decisions

24. Set a goal - Write it down and put it somewhere where you can see it.

25. Have Fun! - People learn from pleasant experiences. Enthusiasm is contagious.

Chapter House Fundraiser Complete

I'm happy to report that as of the evening of the January '02 chapter meeting, with a few final donations, we achieved our fundraising goal of \$4,500 for the completion of the Chapter House. Since then we've had several more donations come in. We had a full 50% participation in this fundraiser from our membership, and that speaks highly of our chapter.

Donation receipts have gone out to all contributors; if you didn't receive one, or it is somehow in error, please contact me at 651-748-1448. Donors will also be noted on a commemorative plaque to be displayed in the chapter house. Thank you to all who contributed!

-Marlon Gunderson

(Continued from page 1)

And as I no longer needed a twin for business and went back to low-and-slow, he shared some hints to freshen my 30-years-rusty tail-dragger skills. Jerry put me in touch with Carl Peterson – my ferry pilot on our pickup of my little Aeronca L-16A. Most recently, he was my sounding board as I whined about the press of business that's keeping me from my Maltese Birddog project.

In the 10 years I knew Jerry, he was responsible in one way or another for each of the more than 1,200 additional hours in my logs. Without him, I wouldn't have added that first hour in 1992, or the second, or third, or fourth, or.

Jerry will be with me on my first flight of the "Maltese Falcon" this year. And he'll be with me as I continue to fulfill my two fondest pursuits: flying and just plain enjoying people. Jerry mentored me well in both. Jerry, Lynne and I miss you. But we'll both continue to pass on your enthusiasm and your caring. Thanks for it all, Jerry. Good flight. - *Allan Johnson*



Having never been much of a "joiner", Jerry made it easier for me to approach a lot of Lake Elmo flyers, whose poise and experience, for the most part, far exceed my own. Thanks Jerry. I regret your passing, and imagine you stabbing right rudder, climbing to the West. - *Dave Holmes*

The pilots at Lake Elmo have truly lost their best friend. Jerry was such a devoted advocate for us that his shoes will never really be possible to fill. I first got to know him when I moved into my hangar a couple doors away from his. It seems like he was always around and I can-

not imagine a more cheerful and pleasant person. Seems like he was always ready to welcome anyone into his hangar and I spent many memorable hours with him over the years just talking airplanes. Jerry was a regular member of our RV builder's club, even though he never realized his dream of building an RV-8. He was always available to help out (seems like I sure borrowed his truck a lot) and I always looked forward having him stop by to see what I was working on.

Every time I drove out to the airport, I would always look across the field to see if Jerry's truck was parked next to his hangar. If it was, he was usually out in his green Citabria, off to a fly-in or just buzzing around, and if he wasn't flying, he was usually helping someone who needed a hand. I'll miss seeing that blue truck and that green Citabria. I'll truly miss Jerry. - *Doug Weiler*

Jerry was everywhere around the airport and EAA, always with a smile and a positive, let's-do-it attitude. If something needed doing, you'd find Jerry there, doing it. He organized the Lake Elmo Airport Association, which has made many positive contributions to the community. He represented our interests very well on the MAC Advisory Board. I know he was always in the thick of it at Oshkosh; I've often seen him marshalling aircraft like he really knew what he was doing. Outgoing, friendly to everyone, smart, what a great guy he was. We'll miss him terribly. - *John Renwick*

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Gerald Sarracco, retired White Bear Lake police officer

BY MARISA AGHA Pioneer Press

Gerald Sarracco, a retired White Bear Lake police officer known for his civic pride and smile, died Thursday.

Sarracco, 68, spent 30 years on the White Bear police force. He died after suffering a heart attack while walking at the Maplewood Mall on Thursday morning.

"We were joking, and he was laughing," said friend and former colleague Bill Counihan, who was with Sarracco when he died. "We turned this corner and that was it."

Counihan performed cardiopulmonary resuscitation on his friend after Sarracco collapsed.

Sarracco, who loved people and flying his plane, was a man of good humor, friends and family said Thursday.

"Jerry was always a ray of sunshine," said Counihan, also a retired White Bear cop. "He always had a smile for you."

Sarracco's widow, Harriet, said her husband had just finished improvements to his hangar in Lake Elmo. He was excited about putting it to use.

"He just loved flying and tinkering with his airplanes," Harriet Sarracco said.

Gerald Sarracco joined the police department in the early 1960s and retired about 10 years ago, his wife said. Through three decades, he worked as a patrolman, juvenile officer and retired as a detective.

"He embodied traditional law enforcement values," said White Bear Lake City Manager Mark Sather. "I was proud to have him on the police department and serving the community."

Gerald Sarracco also was a longtime member of the White Bear Lake Lions Club and a ham radio operator.

"He was a very good and honest person," Harriet Sarracco said. "He loved working with people."

Survivors include three children and six grandchildren.

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Around 1990-91, Jerry had bought a basket case Swift, N80796 which Mick Supina and I are just finishing up and hope to fly this year. N80796 was really badly damaged and really beyond economical repair. Jerry, soon realized this and ended up selling the airplane. In May 1991, Jerry, John Halling and I drove to Athens, Tenn., to the annual Swift Fly-in. It was an enjoyable trip, about 20 hours each way. John Halling passed away a few years ago, and now Jerry. I still have great memories and some video of that trip. If I had it to do over, I would take most of the video footage of John and Jerry and less of the airplanes. It is the airplanes which brought us together, but real people are the real friends. -*Jim Montague*

Tom Melbye and Mike Raykowski a year ago or so, took Jerry to Nevada with them in a van rigged up especially to bring home a repairable Cessna 195 that Tom had bought. They both have stated repeatedly that they have never traveled with a companion who was more enthusiastic and more fun to be with the entire trip than Jerry was. Knowing Jerry, you just know that has to be entirely true! -*Ed Thompson*

What a loss! Jerry was always the airport 'point man' for the 15 years of my involvement. Highway clean-up, MAC involvement, new EAA clubhouse, breakfast and lunch with the guys, etc. Jerry did it all. We'll be missing him and his charisma for a long time. We need to establish a memorial to Jerry that will endure long after the rest of us have departed this place. We are all blessed to have known such a special person. -*David Cross*

A group of us meet every Friday morning for breakfast at Gormans in Lake Elmo. I'm usually the first one to arrive and secure a table for us; Jerry is always the second to arrive. This past Friday I found myself waiting and watching for Jerry, knowing that he would not be there. He was there alright, but in spirit only. We missed him at the Young Eagle flights Saturday. His smile and sense of humor - not to mention all the hard work he had done for 21D. We will miss him greatly! - *Alan Kupferschmidt*

It is a great shock about the untimely passing of Jerry. He was a great friend to me. I think it was just his nature that he knew me before I knew him. He was that way; outgoing and welcoming to any stranger. He often flew over to my Strip SE of Hudson and we spent many happy hours sitting on the grass under his lime-and-white Citabria. He was probably the easiest person to know I have ever crossed paths with. - *Tom Marson*

As a teacher at WBL South Campus High School, I remember Jerry serving as a liaison officer working with kids that needed help, interacting with them in the

same cheery manner we grew accustomed to experiencing at the airport. I remember him serving as departure flagman, giving me the go-ahead for takeoff year after year at Oshkosh. I especially remember Ross and I getting a ride home from Oshkosh with Jerry and Harriet in the stubby black van in the late '80s after we experienced an engine out at 500 feet, right after the right departure turn from a 36 take off in a borrowed Stinson with only 50 hours on a majored Franklin. I also remember he wanted a ride in the Eagle but NOT INVERTED. Never did hook up with him on that.

We all have been beneficiaries of his hours spent representing 21D. Damn. We miss him! - *Dave Briggs* ◀

Sport Certificate on Federal Register

On Wednesday, the FAA submitted the proposed Sport Certificate rule for publication in the Federal Register on Tuesday, closing the public comment period in May. The EAA has provided an executive summary of the rule.

Introduction

The Certification of Aircraft and Airmen for the Operation of Light-Sport Aircraft NPRM represents a revolutionary change in the regulation of recreational aviation. In general, this is one of the best-written and most comprehensive regulatory proposals published by the FAA in memory. These regulations significantly increase access to recreational aviation by reducing the cost of obtaining an FAA pilot certificate and adding increased opportunities for new aircraft ownership. In addition, it simplifies the instructor, maintenance, and aircraft certification requirements.

In this document, we will summarize the pilot, instructor, aircraft certification, and maintenance requirements. These summaries are intended to provide our members with a general understanding of the proposed rule; they are not a detailed analysis. Your EAA government relations staff will develop that analysis in the coming days. A frequently asked questions (FAQ) section will also be created.

The FAA will establish the minimum qualifications needed for the appointment of pilot examiners and for the designation of organizations and persons who wish to provide aircraft certification services for the new light-sport and experimental light-sport aircraft categories through FAA policies and advisory circulars (ACs). EAA continues to provide input on those issues.

Another tremendous opportunity this proposal provides is the ability to design, build, and sell completed aircraft without the need or expense of obtaining type and production certificates. In lieu of those certificates, FAA proposes to allow the use of industry consensus standards. For the entire executive summary, please check the EAA Web site at www.eaa.org.

This NPRM establishes a new pilot certificate called "sport pilot." A sport pilot may exercise flight privileges in one or more of the following aircraft categories:

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Airplane (single-engine only)

Glider

Lighter-than-air (airship or balloon)

Rotorcraft (gyroplane only)

Powered Parachute

Weight-Shift controlled (e.g. Trikes)

A sport pilot may fly any above-named category aircraft that meets the definition of a light-sport aircraft (see aircraft certification below) after meeting the aeronautical knowledge (written) and aeronautical experience (flight training) requirements.

What will it take for you to start enjoying this new recreational activity? First, any sport pilot applicant must be a minimum of 16 years of age to become a student sport pilot (14 for glider) and 17 years of age before testing for a sport pilot certificate (16 for gliders). Second, any sport pilot applicant must be able to read, write, and understand the English language. Third, any sport pilot applicant must hold either a current and valid U.S. driver's license or a Class III or higher FAA medical certificate.

1. If you have never held any type of pilot certificate, you must:

- a. Become a student sport pilot by obtaining either a student pilot certificate (FAA Form 8710-2) or a third-class medical
- b. Complete a course of aeronautical knowledge either via a home study course or an organized ground school and pass an aeronautical knowledge test.
- c. Fulfill the aeronautical experience requirements outlined for the category of aircraft you desire to fly [Section 55 of SFAR 89], and pass a Practical (Flight) Test with a designated sport pilot examiner.

2. If you currently fly an ultralight, but are not registered with an FAA-recognized organization (EAA, USUA, ASC) and do not register with such an organization within 24 months after the effective date of the final rule...and you do not hold any FAA pilot certificate,

- a. You must complete all the sport pilot qualification requirements listed for a new pilot in No. 1 above, including the aeronautical knowledge and experience requirements
- b. Your past ultralight flight experience will not satisfy any aeronautical experience or flight proficiency requirements for the sport pilot certificate.

3. If you fly an ultralight but are not currently registered with an FAA-recognized ultralight pilot registration program (EAA, USUA, ASC), but choose to do so within 24 months of the effective date of the final rule ... and you do not hold any FAA Pilot Certificate you must:

- a. Obtain a notarized copy of your flight records from your registering organization showing proof of your ultralight flight time/experience
- b. Pass an aeronautical knowledge (written) test
- c. Complete the aeronautical experience requirements outlined for the category of aircraft you desire to fly [Section 55 of SFAR 89], and pass a practical (flight test). Your logged ultralight flight time will be credited toward the aeronautical experience and flight proficiency requirements.

4. If you fly an ultralight and are currently a registered ultralight pilot with an FAA-recognized organization (EAA, USUA, ASC), you must

- a. Obtain a notarized copy of your ultralight pilot records
- b. Pass the aeronautical knowledge (written) test
- c. Pass a Practical (Flight) test. Your logged ultralight flight time will be credited toward the aeronautical experience and flight proficiency requirements.

5. If you hold a current and valid FAA pilot certificate-Private Pilot or higher-and have pilot-in-command experience in the category/class and make and model aircraft that you wish to operate as a sport pilot, you must have a logbook endorsement from an authorized instructor certifying that you are proficient in the make and model of aircraft. A current flight review in that make and model aircraft satisfies this re-

quirement

6. If you hold a valid FAA pilot certificate-Private Pilot or higher-but do not have a current flight review or do not have pilot-in-command experience in the category/class and make and model aircraft that you wish to operate as a sport, you must:

- a. Receive a logbook endorsement from an authorized instructor certifying that you are proficient in the category/class and make and model of light-sport aircraft you intend to operate.
- b. To add another category/class of aircraft you must complete the training requirements for that category/class [Sections 51-57 of SFAR 89].

We will clarify other issues, such as special logbook endorsements-e.g., cross-country, operation in Class B, C, and D airspace, etc.-and the medical certificate requirements through the FAQ section of the EAA Web site.

One major difference for holders of a sport pilot certificate versus other pilot certificates is that, all category, class, or make and model additions are made via logbook endorsements. Because of this, your logbook will become your official FAA aircraft category, class, and make and model record. You must carry this official FAA record, or alternative documented proof, with you on every flight [Section 67, SFAR 89]. Alternative documented proof is defined as a photocopy of the appropriate pages of your logbook or a separate pre-printed form (could be of your own design) that includes all appropriate endorsements.

The other major area of change is in the medical certificate. To obtain a sport pilot certificate you must either have a FAA airman medical certificate [FAR 67] or a current and valid U.S. driver's license [Section 15, SFAR 89] issued by a state, the District of Columbia, Puerto Rico, a territory, a possession, or the Federal government. You then must comply with the restrictions placed on whichever method you choose.

For example, if you choose to use your driver's license as your medical certificate, you must comply with all restrictions on that license. In addition, and this is very important, you must not act as a pilot-in-command of an aircraft if you know or have reason to know of any medical condition that would make you unable to operate the aircraft in a safe manner

Aircraft Requirements:

1. Maximum Gross Takeoff Weight of 1,232 lbs (560 kg.) or less.
2. Lighter-than-air light-sport aircraft maximum gross weight of 660 lbs (300 kg.) or less
3. Maximum stall speed - landing configuration (V_{so}): 39 knots or less
4. Maximum stall speed-landing configuration (V_{s1}) without the use of lift-enhancement devices: 44 knots or less
5. Maximum speed in level flight with maximum continuous power (V_h) of 115 knots
6. Two-place maximum (pilot and one passenger)
7. Single, non-turbine engine only
8. Fixed or ground adjustable propeller
9. Unpressurized cabin
10. Fixed landing gear
11. Seaplanes may have repositionable landing gear that would allow the wheels to be rotated for amphibious operation. ◀



Bonanza Driver Gone West

Bill Schanks

I met Jerry Sarracco about 1974. He was mostly just a guy I met that would occasionally fly a Piper Clipper in to the Lake Elmo airport from Benson's. I didn't get to know him very well because I was busy working out of Elmo Aero and was out flying with students most of the time when he was visiting.

I would see him occasionally over the years, especially after he sold the Clipper and moved up to bigger airplanes and moved over to the Lake Elmo airport to become a part of the Bonanza drivers association. (Sort of an unofficial and honorary title for an organization).

It wasn't unusual to see a gaggle of Bonanzas making an early Sunday morning departure for Lake Michigan or Voyageur Village on a fairly regular schedule. There may have been some off brands of aircraft included in the formation too such as a Mooney or a Comanche. There were other Beechcraft types included too, say a Sierra or a Baron.

Incidentally he sold the Clipper to Ray Lundgren and I worked with Ray's son-in-law to give him the training for his Private Pilot's license in that airplane. The airplane now belongs to Marlon Gunderson's brother up in Mora, Minnesota.

I began to see a little more of Jerry after he retired and became a part of Chapter 54. I got to know more about him at that time, especially on the weekends when he would stop by Dennis Hoffman's hangar to pick up his trash can full of aluminum cans and visit for a spell.

We worked together on the pancake breakfasts and got to socialize at the annual banquets, but I really got to know him after I retired a couple of years ago and started to attend the daily lunch and Friday breakfast gatherings with what Ed Thompson calls "the avois dupois bunch." We had some pretty good discussions. Jerry was a big part of that and will be sorely missed.

He leaves a tremendous legacy to us here at the airport and to Chapter 54. Jerry was the instigator to begin the move for our chapter to have a building and meeting place. It all started when a bunch of the guys were sitting around in Paul Liedl's hangar feeling miserable about having lost our previous meeting place to the big wind storm.

Jerry had an inspiration, (or maybe it was divine intervention?) picked up the phone book and looked up a number for a house mover. The lady that answered the phone said she had just the thing for us. She described a building and told him the location, which was only a couple of miles up the road.

We jumped in some cars and went and took a look, liked what we saw and after much enthusiasm, inspiration, discussion and negotiation, we purchased a building.

Jerry took it upon himself to volunteer to do the phone calling, negotiating, assist Dave Fiebiger with the planning and construction, deal with the MAC and inspire his fellow members.

I don't know if anyone else would have been able to accomplish what Jerry was able to do. He knew all the right people and because of his personality, persistence and persuasiveness, was able to inspire everyone and everything to fall right in place. The rest is history.

Al Kupferschmidt and I discussed our feelings a little bit the other day. It's going to be tough to look across the field at that hangar and not see that blue Chevy pick-up truck parked there anymore. You know, he wasn't finished yet. We're gonna miss you Jerry.

"He knew all the right people and because of his personality, persistence and persuasiveness, was able to inspire everyone."

HUNDREDS ATTEND ANNUAL SKIPLANE FLY-IN AT PIONEER AIRPORT

About 20 airplanes and more than 300 people were at EAA Air-Venture Museum's Pioneer Airport for the annual mid-winter EAA Skiplane Fly-in on Saturday, Jan. 19. Airplanes came from as far away as Flint Michigan, Northern Indiana and Minnesota on the mostly cloudy and breezy day.

Luckily, one of the main requirements for a skiplane fly-in – snow – was in adequate supply even though as recently as the previous weekend the ground was bare. J-3 and Super Cubs, Bellancas, Taylorcrafts, Cessnas and others flew in mostly during the mid-to-late morning. Several airplanes departed in the early afternoon to beat forecast high winds that were moving in.

Volunteers from EAA Chapter 237, Blaine, Minnesota, were again on hand to help park the airplanes. Other special thanks go out to Chief Chili Chef Janet Davidson and the crew responsible for the food service. Thanks to them, nobody went home hungry.



Mark Holliday, Lake Elmo, Minnesota, flying his Cessna 140.

Choosing an aircraft engine: Lycoming & Continental. *by Jim Montague*

Bill Shanks asked me to write a little article on aircraft engines. First of all, there are two types to choose from, Continental and Lycoming. Now I know there are Franklin engines and as an EAA member for over 30 years and having read every Sport Aviation for the past 40 years, I know of automotive conversions, but for practicality, you want a Continental or Lycoming.

Bill asked me about valve sticking and light case Continental engines. There are "new" TCM Continental engines, the IO-240, IO-360 and IO-520. These engines have been made for the past 10 or 20 years and have valves that will cope with current gasoline and conditions. The "old" Continentals -- the A-65, 75, C-85, C-90, C-125 and O200 an O-300 need newer part number valves and valve seats. Plus the compression ratio on these engines is fairly low - 6.3:1 to 7:1 - so they don't scavenge lead well.

The old cylinders which were made in the '40's do not have very good castings, so they are prone to crack-

ing. Almost every series Continental had an early "light case" engine. The pre-WW2 A-65 was an A-65-3 and all those had light cases and they all cracked. Almost all the 65's you see nowadays are A-65-8's.

The C-85 cases are all pretty much the same, so cracking is not a big problem with them. The early C-90 cases, before about 1961, are light cases and have no thru studs and they crack quite commonly. The later C-90's have 2 thru studs at the center of the engine like an O-200 and don't crack. The C-125 and C-145's have light case and heavy cases available, but the light cases are getting scarce, most of them have cracked and been scrapped! The heavy case engines can be identified by 3 additional studs in the vicinity of the fuel pump pad. All O-200's and O-300's have heavy cases and thru studs.

That's a quick look at Continentals, if you want I'll write about Lycomings next.

"I know of automotive conversions, but for practicality, you want a Continental or Lycoming."

Treasurer's Report

By Paul Liedl

Cash on hand	\$ 18.00
Checking Acct.	\$1,837.28
Savings Acct.	<u>\$3,845.38</u>
Total	\$5,700.66

Income in December consisted of \$225 in individual dues, \$570 in gifts, \$94 in calendar sales and \$6.60 in interest for a total of \$895.60. Expenses for the same period were \$1,473.27. They consisted of \$30.60 for postage, \$415.32 in chapter house expenses, \$732.19 in capital expenditures, \$214.50 in gifts and miscellaneous, \$68.34 for newsletter publication and distribution, and \$12.32 for meeting refreshments.

Welcome New Members!

Please join with me in welcoming new member **Greg Van Erem**. Greg is an engineer with 3M. He has built 3/4ths of a KR-2 and listed his Hobbies/Skills/Interests: Anything with engines.
- *Jerry Sarracco, Membership Coordinator*

Please join me in welcoming EAA Chapter 54's newest member, **Jeff Bird**. Jeff joined the chapter at our meeting last night. He is a private pilot with an interest in ultralights and building. Living in Bayport, I am sure you will find Jeff at the Chapter house on numerous Saturday mornings.
Paul Liedl, Treasurer



came up at the January meeting.

Which brings up the question: Who is going to take care of housekeeping when we have the Chapter House open? Some one has to open the building, get the coffee pot going, and clean up after the function. In addition, how about snow removal and grass trimming? The Housing Chairman, Dave Fiebigger can't do it all by himself. He needs a lot of help to keep up our fine building.

I will have suggested that we have a Housekeeping Committee of 2 or 3 people. They will that take care of all the housekeeping for just one-month. We would have a new housekeeping committee for each subsequent month. This spreads the workload around.

This brings me around to a major reason for this column. We need everyone to help keep this one of the best chapters in the world. If you haven't signed up for housekeeping duties or some other duty, please do. We have a great group of people and I know you all want to help.

See you all in March, just in time for the big snow storm.

President's Column

by Dale Rupp

Last month I said that EAA Chapter 54 was 47 years old; well I was wrong; I was off 4 years; it's 43 years old. All those years we never had any big financial or property obligations. We met in any room we could find so we did not need to worry about the building or the money to keep it running.

I am writing this before the January meeting because I will be south the day after until the end of February. So forgive me if you have heard this plea before. Hopefully the Budget for 2002 was approved and our finances are under control.

That leaves the subject of property obligations, which is a euphemism for housekeeping. We need to address it. I plan to do just that at the January meeting but for those of you that did not attend the meeting. I will give you my thoughts and for those that were there and haven't answered the call, this is also for you. The rest of you that answered the call can go read the rest of the newsletter.

One of the reasons for getting a chapter house was for the once-a-month meeting and any other function such as having the Chapter House open every Saturday morning for hangar flying. Young Eagle flights can also be staged here and we could have a monthly pot luck lunch on a Saturday. I am sure more ideas

Dues to increase by \$5

by Paul Liedl

Effective March 1, 2002, the annual membership dues for EAA Chapter 54 will increase to \$25. The Board's budget philosophy is that membership fees should cover the day-to-day costs of maintaining the Chapter. These costs include such things as building utilities and upkeep, meeting expenses, membership expenses, and the publication and distribution of the newsletter.

The original draft of the 2002 Budget showed a \$950 deficit under the category of Chapter Expenses. By a planned increase in membership to 90 active members, an increase in the monthly dues to \$25, and an active program to reduce the printing and mailing costs of the newsletter, the Board projects a balanced budget.

Other Chapter expenditures, such as Young Eagles, Flying Start, the various scholarships we sponsor, and any additional capital expenditures will be funded through the Chapter's fund-raising projects.



EAA Chapter 54
3275 Manning Ave. N. Suite #7

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The Back Page Quiz

Question: Is it illegal, according to the FARs, to operate an aircraft that is over gross weight?

Answer: For aircraft certificated under Part 23, it is illegal, and in this situation, three rules must be considered. First, 14 CFR 23.23(a) states that ranges of weights and centers of gravity within which the airplane may be safely operated must be established. Furthermore, 14 CFR 23.1519 states that the weight and center of gravity limitations determined under 14 CFR 23.23(a) must be established as operating limitations. Finally, 14 CFR 91.9(a) tells us that no person may operate a civil aircraft without complying with the operating limitations specified in the approved airplane or rotorcraft flight manual, markings, and placards. It is possible to obtain waivers and special flight permits from the FAA to operate an aircraft over gross weight but this is approved on a case-by-case basis, and must be done prior to the planned flight.

Question: How large is the protected airspace in a circling approach??

Answer: The answer is located in Section 5-4-18, "Approach

and Landing Minimums," of the *Aeronautical Information Manual* (AIM). Circling approach protected areas are defined by the tangential connection of arcs drawn from each runway end. The arc radii distance differs by aircraft approach category. The circling approach area for Category A is a 1.3-mile radius while it's a 1.5-mile radius for Category B.

Question: I went to a ground school program and received the training to take the FAA written exam. A week later I passed the test. The problem is I have the lost the certificate. I want to start the flight training but am not sure what I can do without that certificate. I was hoping you could give me some suggestions.

Answer: Don't worry, you can write to the FAA and request a copy of your written test results. You can download a form from AOPA Online. Don't forget to include a check/money order for the replacement. By the way, this [is the] same form that may be used to replace a lost or destroyed pilot's certificate.

(Courtesy: AOPA Online)