



Chapter 54 News

March 2002 Meeting

- Monday Mar. 11. Social Hour at 7 p.m. Meeting at 7:30 p.m. Chapter House, Entrance B, Lake Elmo Airport

- Program: Flying to Sun N' Fun

Speaker: John Renwick joined Chapter 54 in 1981, shortly after moving to the Twin Cities to work for Cray Research (lived in Bloomington, but quickly discovered that Lake Elmo airport was Cub-friendly, and I liked the people there). "I learned to fly in 1969 in Hawaii while there with the Navy, bought a J3 there in 1971, shipped it home when I was discharged, and didn't get it flying again until 1989 (had to get rich first!). In Hawaii I knew Cub restorer Jack Gentry, whose ambition was to fly a Cub in 50 states. I don't know if he ever did it, but it's my ambition now, and I'm now a third of the way there with the hardest one already in the bag! Anybody know where I can get the stickers - one for every state, that people put on their RVs?"

WHO'S JACK HICKEY?

by **Bill Schanks**

Chapter 54 now has its own building. We've held several meetings in it already. It feels as though it has always been there. It's comfortable, it has that lived-in feeling and is something of which we can all be proud. There is an identifying sign affixed to the building near the front entrance that adds elegance and class. **Well done on the sign, Don Carlson!** This building is a testimonial to the "can do" spirit typified by the members of Chapter 54 and the EAA in general. It has been a long time in coming.

When I think about how long ago it was that this idea was first presented to the chapter, it brings me back to 1972, when Jack Hickey was president. Jack suggested that we should have a hangar for the chapter. It was a dream of his and he was insistent and adamant about the idea.

It was suggested that we form a committee to investigate the cost and feasibility of such an endeavor. A motion was made, seconded and passed that 10 volunteers contribute \$200 each and form a fund to be placed in escrow in order to finance such a project.

The committee was made up of two members; Jerry Laundry and Ray Wyland. Ray was in the process of building a han-

gar at the time, so he was a natural for the job. At the completion of the investigation the data was presented to the general membership and it was decided, because of the fact that we only had about 20 members on the roster at that time, we just did not have the financial where-with-all to build and support any kind of building. Instead, the decision was made to buy an airplane and form a flying club.

That's where Elvira, the L-2B Taylorcraft comes from. But that's another story.

The result of this was that Jack was angered by the decision, left the Chapter and formed a new one at Fleming field.

You just had to know Jack to understand. He was Irish, REALLY IRISH; quick tempered and impetuous.

I suppose now, many of you are asking, "Who's this Hickey guy?" Jack was a friend of mine. I first became acquainted with him when I joined Chapter 54 in '72, right after I moved back to the Twin Cities. Jack was the chapter president and welcomed me in a very open and friendly manner. Jack was a typical EAAer of that era; a prolific airplane builder, a scrounger, an innovator and a creative guy. Pat Driscoll informed me the other day that Jack was involved in the building of at least 17 homebuilt airplanes.

In the early '70s Jack was building an SE5A WWI biplane, a replica modeled after the ones used in 1917 by the 54th Irish Squadron of the Royal Air Force, replica

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Jack and Joan Hickey



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Who Was Jack Hickey? (Continued from page 1)



One of Jack Hickey's workshops. Jack made use of whatever was available to work on his projects.

guns and all. The airplane was painted green and featured shamrocks on the wheel covers. The airplane was first test flown at Fleming field by Gus Limbach and then moved over to Lake Elmo where Roger Westerburg flew off most of the restriction.

Roger also flew the airplane to Oshkosh and back. (Maybe we can get him to write an account of that trip).

Jack then sold the airplane to an airline pilot in Wheeling, West Virginia. It was sold again later and subsequently, according to Pat Driscoll, appeared in an Irish Spring soap commercial. Jack had also built and sold a Flybaby, but that was gone by the time I got to know him.



Jack and his wife Joan moved to Florida and then to Chillicothe, Mo. some time in the late '70s or early '80s, where he built a Pietenpol decked out in a WWI paint scheme, Maltese cross and all. He favored WWI airplanes.

I kind of lost track of Jack and Joan over the years. Pat Driscoll has kept in touch and ferried a former airplane of Jack's (a Flybaby) to Florida.

Jack is now deceased and Joan still lives in Chillicothe. The reason I'm relating this story is because another for-

mer president of Chapter 54, Chuck Larsen, donated \$100 to the Chapter Building fund in Jack's name and I thought we should all know who Jack was. Chuck Larsen is now the Executive Director of Resident Education programs at EAA headquarters in Oshkosh, WI.



It's only fitting that we remember Jack at this time. This building was a dream of his and he would be most proud of what we have done. I hope he was watching and went to welcome Jerry Sarracco on his arrival in order to introduce himself and compare notes. The two of them should hit it off pretty well.



Jack designed this plane, which he called the "Show Me." He started, but did not finish before he passed



One of Jack Hickey's building projects, this SE5A was used in an Irish Spring commercial. There are even four-leaf clovers on the wheel covers.

These aren't your father's rockets; unless your father is Robert Goddard

Jeff Hove was February's guest speaker on the subject of model rocketry. And while Jeff started, as many of us did, with the little Estes rocket-type projects, he's moved on the big leagues, with some seemingly complicated engine combinations that employ the same techniques as NASA rockets. A few days after he spoke, I happened to find a documentary on TLC about the Tripoli Rocketry Association and about the contest worldwide to be the first private individual to launch into space.

Jeff talked about the relationship between model rockets and aviators. It used to be that you could launch rockets anyway, but now model rockets are prohibited in many public areas. One favorite location is about 5 miles ENE of ANE, although Jeff says the chances of you noticing it is small. The individuals employ an RSO - range safety officer, and a LCO - launch control officer - to be sure the skies are clear. He says once in awhile, a pilot will circle the cornfield to find out why a bunch of folks are standing in it.





A plethora of biplanes *Bill Schanks*

If you like biplanes, you will enjoy a visit with Jim Lund. Jim, a 55 yr. old consultant and filmmaker, is in the process of rebuilding a Pitts SIS and also has an Acro-sport II that is about 80% complete. He started building the



Acro-sport a few years ago. He purchased some materials for the wings from Al Burns; spars, ribs and other wood for wing construction, and has all of the wings now complete except for covering. He built the fuselage and modified it to accept a spring type landing gear. The "I" struts are built

and all the hardware and fittings for the controls, i.e. elevators, rudder and ailerons, have been manufactured and fitted.

The airplane has been assembled to make sure everything fits and works. It was temporarily on the gear, with wheels and brakes, and is close to being ready for cover. It needs an engine. That brings us to the Pitts.

While searching for a suitable engine, (he had his heart set on a Lycoming O-360 180-horse power plant), he found a completed (out of annual) Pitts with a Lycoming O-360 in Florida. Total time on the airplane was only 250 hrs. He called the guy, made a deal, rented a truck and went to Florida. There he disassembled the airplane, loaded it in the truck and hauled it back to his hangar at Lake Elmo. The idea was to reassemble the airplane, annual it and fly it for a while to gain proficiency in that type of airplane.

In the meantime, he would finish up all the details on the Acro-sport and when it was ready for the engine he would just take the one off the Pitts, install it on the Acro-sport and sell what was left of the Pitts. He purchased the Pitts for an amount equal to what it would have cost to buy an engine.

On closer examination of the Pitts, he discovered that it might not be as airworthy as he would feel comfortable with. The wings needed some internal work and when he sat in the cockpit his head rubbed on the canopy. The fuel gauge was well worn and needed replacing and the turtle deck needed some work. He decided to remove the covering and take a better look. He found the fuselage to be well built and in excellent condition but some of the wing ribs needed repair. The wing walk also needed to be repaired and re-enforced. The leading edges of the wings showed

their age so he replaced them with new metal. The wing-attach fittings for the upper wing were corroded and the bolt-holes were elongated, so he manufactured and installed new fittings.

He stripped the paint off the drag and anti-drag wires, repainted them with epoxy primer and purchased new terminal ends. He installed a new instrument panel and rewired it, installed new avionics, built a new firewall, built a new seat and lowered it, installed a new canopy and made all new rudder cables. He replumbed the fuel system, adding new tubes for the see-through gauge. He changed the angle of the headrest by four inches in order to allow him to lay his head back to look at the earth while flying inverted. He also had a new leather pad made for the headrest and had it embroidered. He now has ample clearance for his head and the cockpit is much more comfortable.

The wheel pants were out of proportion so he built new ones and he found a crack in an axle so he purchased new axles. While he was taking a look at the landing gear, he made the decision to buy new tires and tubes as well as new shock chords.

When I took a first look at the airplane when he brought it home, I saw an example of a homebuilt airplane typical of the '70s technology; perfectly acceptable as an air-worthy but rough around the edges Pitts. A

representation of adequate workmanship practices of that time. What I see now is an airplane that reflects the technology and good workmanship practices of the 21st Century.

Jim has brought the airplane, through his modifications and attention to detail, into the modern era.

The engine, a Lycoming O-360 A1D, swinging a Sensenich 76-EM8-0-38 prop, has relatively low time on it since last overhaul. The harness was a little dried out and cracked, so he purchased a new one. It has a fully inverted Christen oil system and a Bendix PS5C pressure carburetor with a manual wobble pump. There's a flop tube in the fuel tank so the airplane is capable of inverted flight.

Jim has joined the IAC (International Aerobatic Club) and has really caught the bug for whiferdils. He recently spent a few days in Arizona taking dual in a Pitts S2 from Bud Davisson. He brings back tales of a very good time and about 100

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A visit to the hangar recently found Jim sanding away.

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

Second in the series. In the February issue, Jim discussed the merits of Continentals.

First of all, a little addendum to my note about Continentals. I didn't mention the bigger Continentals, the O-470 to the IO-550 because these are not often used in homebuilts. I do remember riding in a Starduster with an O-470 and I know some high-buck hot rods like the SX-300 use the IO-550, but these are not too common.

The family of Lycoming engines run from 100 to 300 hp. The oldest and smallest 100 hp O-235 started out in about 1947. This engine is still being made in 115 to 125 hp versions. Generally speaking, it is better to have a later manufacturing date.

The 1940's cylinder castings are not too good and the older cylinders tend to crack.

Around 1980 the carburetor used on the O-235 did not use an accelerator pump and those carburetors are useless. This engine has a reputation for being "bullet proof" and many have run 3,000 hours. Dale Rupp may not agree with that statement! This is the only common opposed cylinder engine with solid lifters and requires 100 hour valve clearance checks. Parts, like valves and pistons are expensive.

The O-290 is not being made any more, but there are quite a few still around. They were commonly used in the Piper Pacer and Tri-Pacer. It was almost a "standard" engine for homebuilts in the 60s because of the availability of the O-290G - the ground power version, converted for aircraft use. If converted, a regular aircraft crankshaft is preferred but there are reinforcements for the thin-flanged ground power crankshaft. Aircraft magnetos and carburetor must be used.

The O-320 has been around for about 40 years and there are dozens of versions. All O-320's are not the same! There are wide deck and narrow deck versions, the earlier engines used a bigger bore cylinder on the earlier crankcase and the cylinder base studs required an internal wrenching nut. The later cases had the studs moved out in the castings and are called wide deck engines. There are several styles of engine mounting. The earliest is the conical mount and there are several dynafocal type mounts use.

There are carbureted and fuel injected versions available, usually the carbureted versions are 150 hp and the injected versions are 160 hp. Usually, not always! The carbureted O-320H is 160 hp. To describe every version of the O-320 is beyond this note and get the advice of someone who knows before buying one.

There are many AD notes and some are expensive to comply with. The 180 hp O-360 is a very reliable engine and very common on homebuilts.

Details are similar to the O-320. Again, parts are expensive and there are lots of AD notes.

Any engine this big burns in the neighborhood of 10 gph. The 200 hp IO-360 has different angle valve cylinders and puts out more power than the published figure of 20 hp more might suggest. This is an expensive engine and parts are expensive too.

The O-435 is a 6 cylinder version of the O-290. The 190 hp version is the most common. Remember, this is an old engine and is heavy and slow turning by modern standards.

The O-480 is not too common, it is a 6-cylinder version of the O-320. These engines are occasionally available military surplus. The O-540 is the 6 cylinder version of the O-360. It is available from 235 hp to 300 hp in different versions. The 235 hp version is an 80 octane engine and can be used with both fixed pitch and constant speed props. The most common of this series are rated at 250 or 260 hp. Any of these engines

have a lot of power and weight, so they take a substantial airplane. They also burn a lot of gas!

The IO-580 is a fairly new engine and can also be expected to be very expensive! The IO-720 is a big engine (8 cylinders) and is very expensive, is heavy, burns a lot of gas, and has not been used in many homebuilts. There are several antique engines, the O-145 which is a pre-WWII 55 or 65 hp engine which is smooth running, but has only enough power for a single seat airplane. There is also a 1930s radial, the R-680 which is rated from 225 to 300 hp.

This engine might only be practical for a Stearman sized biplane. Lycoming engines have a good reputation for reliability and longevity. They also are expensive and have a lot of AD notes. Parts prices are high and discounters are not as readily available as for Continental parts, although this may be changing. Superior Air Parts sells a lot of PMA Lycoming parts, but their prices are not exactly cheap either!

How "real" are the Lycoming AD notes? First of all, for a certified engine, they must be done. An old one, AD 63-23-02 mandates 1/2" valve stem diameters for over 1200 hrs TBO. If you run 7/16" valves over 1200 hrs in an O-320 for example, the valve heads will break off. The infamous oil pump AD 96-09-10 must be done on many Lycomings, but the only dangerous oil pump gear is a sintered iron gear

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A Plethora of Biplanes (Continued from page 3)

takeoffs and landings. Maybe we can get him to write a little piece for the newsletter about his experience.

He's been attending the IAC meetings and has been visiting with some of those guys getting some ideas for the modifications on his Pitts. He's designed a new paint scheme for the airplane and it really enhances the lines and shape of a biplane.

With his all-new five point seat belts and shoulder harnesses, his all new throttle and mixture control knobs and levers along with a built-in push-to-talk switch to complement the ANR headset and that beautifully embroidered head-rest, it's an impressive looking little biplane.

His Pitts originally came from California where the construction began in 1972. According to the records it was completed in 1988. It had a history of racing at Reno in the biplane class and was sold to someone in Florida and flown there in 1997. It also did some air show flying during its career.

I've known Jim for a number of years now and did inspections on some of his other airplanes. He built an Avid Flyer a few years back and did some restoration work on a C-120. The Avid Flyer had a Subaru engine on it with single ignition automotive type reliable never fail system that failed on take off at New Richmond. No injuries, totaled out airplane. It was a nice airplane, nice flying, well built with a lovely finish. Jim really enjoyed the airplane.

He purchased a C-120 down at Belle Plaine, brought it home, re-did the cowl and the instrument panel, flew it for a while and sold it. He owned a movie studio in St. Paul that was converted to a charter school. Some of the movies that were partially filmed in his studio were *Jingle All The Way*,



Jim changed the angle of the headrest by four inches in order to allow him to lay his head back to look at the earth while flying inverted. He also had a new leather pad made for the headrest and had it embroidered. He now has ample clearance for his head and the cockpit is much more comfortable.

Grumpier Old Men, *A Simple Plan* and *Herman, U.S.A.* He produced commercials for TV and is now consulting and doing some films work. Pretty interesting guy.

He is the Director of Public Relations and Publicity for Chapter 54 (What else would he be?) and you should be able to find him in his hangar working on his projects most any morning. I'm confident that you will be able to see that Pitts coming and going sometime this summer.



President's Column

by Dale Rupp

Have you seen the beautiful chapter 54 sign on the chapter house? Chapter 54 member Don Carlson made it. Besides being a great sign painter and artist, Don is a CFI and CFII. Don's flying experience includes many years flying for the Minnesota National Guard. He flew P-51s and twin engine planes for the guard. If you want to see some of Don's paintings stop over at Jim Anderson's hanger on Fairchild Lane some Saturday morning. I especially like his painting of a PBY flying above what could be the Pacific Ocean with the sun just peeking through low clouds on the horizon. Thank you, Don, for the great sign.

You have all read about various Quick Built Kits sold by many of the kit manufactures. As most of you know I am building a RV-6 Quick Build and have been for the last 2 years, 3 months and 23 days. I have spent a total of 1,372.75 hours spread over 331 days. That averages out to 4.15 hours per workday.

I had hoped to fly it Tuesday last fall and now it looks like Tuesday this summer. Why is my project not going faster or should I say more quickly?

There are three reasons for my slowness. The first is that I wanted to include all the neat electronics I have been seeing at Oshkosh over the last few years in my RV-6. I wanted a glass panel using an RMI encoder and an RMI engine



monitor. And while I was designing this great VFR cross-country airplane, I decided a Jeff Rose auto pilot would be real neat. Then, of course, I needed a GPS/COM and transponder.

This design means that all of my instruments depend on electricity. In case I lost all my electrical power, I would need only one old-fashioned steam gauge - an airspeed indicator.

I justified this panel to myself by figuring it saves weight and cost less when compared an all steam gauge panel. The problem is I have added a lot more complexity to the panel and that translates to more building time. Would I change the design? No, I would not. My advice is if you want to build fast, keep it simple. Electronics are great, but running all those wires takes a lot of time. I have spent 217.5 hours on the panel so far and it isn't finished yet. Would I do the some thing all over again? I sure would, but I would know that the project is going to take more time than advertised.

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President's Column (Continued from page 5)

The second excuse I have is that, according to the FAA, this is supposed to be an educational project. I am getting an education on how to route the fuel lines, where to drill holes to mount a bracket and then how to patch over that hole because it was in the wrong place. Correcting mistakes is all about education. When a component is finally completed and works, it is all worth it. Just keep remembering this is an education project.

My third and last excuse is you need a warm workspace in the winter that has good lighting. Until this fall I had the space but no heat or good lighting. Of the three space, lighting and heat, lighting is the most important. If you can't see you become frustrated and that is when you make mistakes and say bad words. My new hanger space is a pleasure to work in.

So am I unhappy with my progress to date? No, I am not because I have learned a lot and the satisfaction of seeing the RV-6 go together is very rewarding. I would do it all over again and of course it would go faster because I would know how to build the parts that gave me the most trouble. I hope the FAA is happy, I am.

Choosing an Aircraft Engine (Continued from page 4)

from around 1980. Hopefully, these are all gone by now. The aluminum impeller was given a 5-year time frame to be replaced. Does that tell you anything? Even the FAA was not too worried about it.

Other AD's such as 98-02-08 are downright bogus. Even in a homebuilt, it is best to maintain an engine in certified condition, after all, if the engine fails, you can get just as killed in a homebuilt as in a certified airplane!

Guess the Airplane!



Answers next month. Send your guess to birdmann@attbroadband.com

The following are accounts of actual exchanges between airline pilots and control towers from around the world.

The controller working a busy pattern told the 727 on downwind to make a three-sixty-do a complete circle, a move normally used to provide spacing between aircraft. The pilot of the 727 complained, "Don't you know it costs us two thousand dollars to make even a one-eighty in this airplane?"

Without missing a beat the controller replied, "Roger, give me four thousand dollars worth."

A DC-10 had an exceedingly long rollout after landing with his approach speed a little high.

San Jose Tower: "American 751 heavy, turn right at the end of the runway, if able. If not able, take the Guadeloupe exit off Highway 101 and make a right at the light to return to the airport."

It was a really nice day, right about dusk, and a Piper Malibu was being vectored into a long line of airliners in order to land at Kansas City.

KC Approach: "Malibu three-two Charlie, you're following a 727, one o'clock and three miles."

Three-two Charlie: "We've got him. We'll follow him."

KC Approach: "Delta 105, your traffic to follow is a Malibu, eleven o'clock and three miles. Do you have that traffic?"

Delta 105 (in a thick southern drawl, after a long pause): "Well...I've got something down there. Can't quite tell if it's a Malibu or a Chevelle."

The German air controllers at Frankfurt Airport are a short tempered lot. They not only expect one to know one's gate parking location, but how to get there without any assistance from them. So it was with some amusement that we (a Pan Am 747) listened to the following exchange between Frankfurt ground control and a British Airways 747, call sign, Speedbird 206:

Speedbird 206: "Top of the morning, Frankfurt, Speedbird 206 clear of the active runway."

Ground: "Guten Morgen. You will taxi to your gate."

The big British Airways 747 pulled onto the main taxiway and slowed to a stop.

Ground: "Speedbird, do you not know where you are going?"

Speedbird 206: "Stand by a moment, Ground, I'm looking up our gate location now."

Ground (with arrogant impatience): "Speedbird 206, have you never flown to Frankfurt before?"

Speedbird 206 (coolly): Yes, I have, actually, in 1944. In another type of Boeing, but just to drop something off. I didn't stop."

Minutes of February's meeting

The meeting was called to order at 7:30 p.m. and the minutes were approved as published in the February newsletter.

Visitors included Dennis Wagner, an ultralight pilot who visited earlier, was impressed, and decided to come back. He's finishing a CGS Hawk after 6 years. He offers this tip: Order your BRS parachute kit late in the building process. He ordered it early, the project lasted longer than expected, and now it needs to be repacked.

Treasurer's report from Paul Liedl (updated for this issue)

Cash on hand	\$ 18.00
Checking Acct.	\$1,900.05
Savings Acct.	<u>\$3,851.28</u>
Total	\$5,769.33

Income in February consisted of \$230 in individual dues, \$80 in gifts and \$5.90 in interest for a total of \$315.90. Expenses for the same period were \$247.23. They consisted of \$101.14 in chapter house expenses, \$68.96 in gifts (flowers), and \$77.13 for newsletter publication / distribution.

Jerry's Memorial - The Board of Directors, meeting the previous Saturday morning, approved the idea of a plaque at the Memorial Wall at Oshkosh. A separate fund was established and Bob Collins was placed in charge of coordinating the fundraising and ordering (ed. note - Both are completed). A committee is also being established to create a suitable memorial at the Chapter House for Jerry.

Chapter House Fundraising - It was decided that a plaque will be created to honor those who contributed to

the chapter house fundraising. Marlon Gunderson will publish a list of those who are on record as having contributed.

Young Eagles - Al Kupferschmidt thanked those who helped fly 8 Young Eagles on Feb. 2, 2002. A call was put out for 2-3 airplanes to fly 6-8 schoolkids on March 4-5. On March 11, a Boy Scout troop is interested and there's a possibility of flying some Cub Scouts soon. The big YE day will be June 8, which is International Young Eagles Day.

Housing - Dave Fiebiger noted that now that bookshelves are completed, we need books to be donated. Also there is a wall for pictures of your airplane. "This is your place, so please use it," he said.

Banquet - The date for the banquet will be Tuesday May 14, 2002 at Mancini's. There will be no monthly meeting in May. The charge will be \$20 with a selection of either a chicken or steak platter.

Air Academy - There are 4 "definite maybe"s in the running for Chapter 54 assistance to the Air Academy in Oshkosh. There was some discussion of a "logistical" issue which involves the timing of selecting candidates.

EAA Raffle - Raffle tickets are available at the chapter house (near the desk). The person from the EAA chapter who sells the most, gets an EAA foundation jacket.

Sport Pilot Certificate - This issue generated brief discussion and it was mentioned that www.sportpilot.org has a very good description of the proposed rule.

RV Forum - Doug Weiler, who is president of the Minnesota Wing of Van's Air Force, said the 8th annual RV Forum will be held on May 4 at Golden Wings Museum at ANE.

Work Party - The work party to Oshkosh will be the weekend of May 4-5. (ed. note - I'd like some more information on this for the April newsletter).

The meeting was adjourned for the program at 8:08 p.m.

News and Notes

*Our Swift Association is raffling a Swift in a fund raising effort. The raffle tickets are \$100 ea. and there only 995 tickets to be sold. The airplane itself is N80762 and is well equipped with an IO-320 Lycoming engine, constant speed prop and good radio. There are other lesser prizes as well. The Swift Association is a non-profit foundation and this is tax deductible. Contact: Jim Montague. swift31b@aol.com

* Please join me in extending a welcome to our newest member to EAA Chapter 54, Gary Gray. Gary is an instrument rated pilot with private single engine land rat-

ing. He owns a Cessna Skyhawk which is hangared at 21D. When Gary isn't teaching at the University of Minnesota he enjoys antique auto restoration, backbacking, and of course aviation. Welcome Gary and hope to see you at our meeting at 7:30 PM on Monday, March 10th. - Paul Liedl

*Chapter 54 members, I have changed Internet server. My new address is DaleRupp@email.msn.com. - Dale Rupp



Prior to casting the names of Chapter House donors in tinfoil, we'd like to make sure we have all the names we need. Please review the names listed below for your contributions. If your name is missing or misspelled in any category (or present where it shouldn't be), please contact mgunderson@stanfordalumni.org to get it corrected for the making of a recognition plaque.

I apologize if your name is missing in any category here; I have very good records of financial contributions, and I think the material contributions have been tracked pretty well, but there does not exist a record of those who contributed their time to the building effort other than that which exists in the memory of those who were there most of the time. The "Plaque Committee" and a few others at the clubhouse yesterday morning tried to recollect the names of those who participated in the various

<p>The following people provided monetary donations (~ \$4,700 in total *indicates a donation of 150% or more of the average donation amount):</p> <p>Elmo Aero Flying Club* (Jim Anderson, et.al.) Dan & Karen Bergstrom Don Black Jesse Black Jake Doke Patrick Driscoll Norm Dupre Art Edhlund Scott Emkovik Ron Eshleman Tim Farrell Eugene Frank Rosemary Frank Marlon Gunderson Harold Hempler Mark Holliday David Holmes Paul Hove Scott Hutchinson Warren Isaacs Dennis Johnson Al Kupferschmidt Chuck Larsen (from EAA HQ, in memory of Jack Hickey) Gil Leiter* Paul Liedl Paul Linnerooth Harry Lyon Jr. Fred Martin Tom Marson</p>	<p>James Michalski Gary Miller Dean Pelnar* BJ Pointer John Renwick Dale Rupp Jim Rusch* Jerry Sarracco Bill Schanks John Schmidt Dick Stright Mick Supina Doug Weiler Dick Wicklund* EAA Chapter 1229 (S.St.Paul) Lake Elmo Airport Assoc.</p> <p>Note: From speaking with many members, it is apparent that we should make special mention of Dave Fieberger, Al Kupferschmidt, and Jerry Sarracco for the quantity, quality, and leadership nature of their contributions.</p> <p>The following people donated building materials: Paul Anderson (sheetrock) Tom Brown (AC Unit) Dan Burch (carpet) Dave Fiebiger (building plans and misc building materials totaling in excess of \$1,000) Dennis Hoffman (internal/external electrical fixture, wiring, installation) Al Kupferschmidt (int/ext paint & insulation) Paul Liedl (floor mats) John Schmidt (ceiling paint)</p>	<p>Dick Stright (rear entry steps lumber & misc) Dick Wicklund (picnic table)</p> <p>The following people were instrumental in the completion of one or more of the various building construction projects and contributed more than just an hour or two of volunteer help</p> <p>Jesse Black Tom Brown Norm Dupre Art Edhlund Dave Fiebiger Dennis Hoffman Al Kupferschmidt Paul Liedl Jim Lund Gary Miller Jim Oleson Dale Rupp Jerry Sarracco Bill Schanks John Schmidt Semple Building Movers Dick Stright Dick Wicklund Jim Zimmerman</p>
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The Scrapbook

Over the course of the month, EAA members often forward various pictures. If you're reading the mail-delivered version, consider switching to the newsletter available online, where the pictures are in color, sharp, and clear.



Left: A few EAAers went out for dinner at Awada's. Those are the Driscolls, Laundrys, Franks and Olsons.



Right: : Friends and family gather to share memories of Jerry Sarracco.



Taken in Alberta, Canada. The pilot was heard saying "Aw its always frozen solid this time of year!" (from Paul Hove)



There's nothing like a panel! This is Jim Lund's work. See the story on his Pitts on page 3.



Just a Mooney in the pattern. I have no idea who this is, although it's registered to Cloud Flyers Inc., of Woodbury



The board discusses the EAA raffle at its February meeting



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



The Back Page Quiz

Question: Is it legal to take off VFR from one airport that is clear, get above an overcast layer of clouds, then cruise in VFR and land at an airport that is also VFR? The departure and arrival airports have clear conditions, but the airports along the way are overcast. I don't have an instrument rating.

Answer: What you are describing is called VFR over-the-top. VFR over-the-top is strictly done VFR, and although it is not recommended for VFR pilots, it is not prohibited. As long as you can maintain the VFR cloud clearance requirements for the airspace you are in, you are considered to be legal. Note that student pilots must maintain visual contact with the ground and therefore, cannot fly VFR over-the-top. Please note also, that VFR over-the-top is different from VFR on-top. VFR on-top is an authorization for an IFR aircraft to operate in VFR conditions at any appropriate VFR altitude (as specified in the regulations and restricted by ATC). A pilot receiving this authorization must comply with the VFR visibility, distance from cloud criteria, and the minimum IFR altitudes specified in FAR Part 91.

Question: What is P-static?

Answer: The term P-static stands for precipitation static. According to section 7-5-10 of the *Aeronautical Information Manual*, precipitation static is caused by aircraft in flight coming in contact with uncharged particles such as rain, snow, ash, etc. When the aircraft strikes these neutral particles the positive element of the particle is reflected away from the aircraft and the negative particle adheres to the skin of the aircraft. A negative charge will quickly develop on the skin and, if the aircraft is not equipped with static dischargers, the aircraft will discharge the static electricity. There can be a variety of problems caused by P-static, a few of which could be a complete loss of VHF communications, erroneous magnetic compass readings, or loss of avionics in clouds.

Source: Aircraft Owners and Pilots Association