



# Chapter 54 News

## June 2002 Meeting

- Monday June 10.
- Social Hour at 7 p.m.
- Meeting at 7:30 p.m. Chapter House, Entrance B, Lake Elmo Airport
- Program: NWS' Aviation Weather Products
- Speaker: Jim Rygwall
- I am currently a training support specialist at the Princeton Automated Flight Service Station. I provide the air traffic specialists at Princeton with refresher training and brief them on new procedures and equipment. I am a graduate of the Minnesota State University Air Science program at Mankato. I worked as a full time flight instructor and manager of the Gateway North Industrial Airport in Anoka, MN. before hiring on with the FAA in 1979. I am a current pilot and have been with the FAA now for 22 years.

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## Chapter 54 Work Weekend at OSH *by Gil Leiter*

Chapter 54 has a long tradition of going to Oshkosh the first weekend in May as the first of a continuous stream of volunteer groups coming in for weekend work sessions. There are a lot of things to be done before the BIG week in July. EAA truly operates with volunteers!

For a number of years Dick Wickland would drive 6 - 8 of us down in his van. This year Dick ended up sick, and several who normally go were also unable to make it this year, so our volunteer weekend appeared to be in jeopardy. I decided to drive my van but had very little time to make contact with others who were still interested in going. Called Dave Fiebiger, and he got on the job to get the word around.

By late Thursday night things had pretty much been worked out. I would pick up Dick Straight and Gerald Tarnowski, and drop by and pick up Dave Fiebiger and Jimmy Olson. Picked up Dick and went by to pick up Gerald, but a problem had come up and he had to cancel. Got over to Dave's, and found that he had been unable to make phone contact with Jimmy Olson to tell him where to come to be picked up. So we were down to three, but were "on the road again" by 8:45 headed for "Big O". It has become standard practice for us to stop in Osseo at the Norski Nook for breakfast or a snack on their wonderful muffins, sweet rolls, pie, etc.

Everything went well until we reached Necedah, where we found the bridge closed and were detoured toward Mauston. Turned out to be not too much of a problem, in that the driving time and distance were relatively similar to our standard route.

We arrived at the bunkhouse in the campground before 3 p.m., and unloaded.

Let us digress for a moment and describe the area for those not familiar with it. There is a bunkhouse with a large number of bunks with mattresses. A closet has sheets, pillows, blankets, towels, etc for those who neglected to bring their own. There is a small lounging area just inside the main door, with couches, a TV, video recorder, video tapes (surprise - they are all aviation oriented). A refrigerator is stocked with pop and beer, and there are usually several bags of pretzels, chips, etc. provided. Outhouse is just outside the door, and the shower building is maybe 50 feet away. Adjacent to the bunkhouse is a campground with electrical hookups. If you prefer, you can bring your RV (Rec Vehicle, not airplane). A chow hall is a short distance away where meals are provided for the volunteer workers.

When we entered the bunkhouse we were surprised to see a dog's rawhide "bone" on the floor. After unloading our gear and claiming our bunk, we sat down to relax.

A few minutes later we discovered the answer to the "bone". A young couple, Chris and Lynn, from Illinois entered, along with their half Malamute half Husky. Lynn had flown them to Oshkosh in her Cherokee 180, with Nicki, the dog, in the back seat area. They had arrived earlier in the day in time to get in a little work immediately. Since they had no transportation (meals not provided Friday), we invited them to join us for dinner. We delayed for a while, hoping that Al and Rae Kupferschmidt would arrive. Finally decided we would have to leave and eat. In past

*(Continued on page 4)*



## President's Column

by Dale Rupp

**A**l Kupferschmidt our Young Eagle Coordinator has been very busy this spring. It seems like every week or so we are flying a bunch of kids out of the Chapter house. Our goal is for every pilot with a plane to fly at least 10 Young Eagles this year. I have observed a number of changes the last couple of years in this program. At first it was hard to get organizations to send us their kids. Now Al tells me that organizations are calling him.

The word is getting out that this is a great program but of course we still need to recruit new candidates, so if you know of a group of kids that want to fly call Al. The kid's excitement is still there. Quite a few kids have never flown in any airplane, not even a big jet. The other day we let Chapter 25 use our facilities for their Young Eagles Program. During this secession a young boy and his Dad came up to us and asked if he could get another ride. He had his first ride a week or so before. Al explained why we couldn't give him a ride just then. It just shows that the interest is there. Maybe this kid will become a future airline pilot. Have YOU flown a Young Eagle lately?

### Tuesday

When people ask me when I will fly my RV-6, I say Tuesday, but I don't know the year, month or week. This year I have been saying that I now know the year, and it is 2002. That was before I started to attach the engine cowl. That's where I wished I had left the year undecided, because no matter how many times I looked at the drawings and read the instructions, I could not get the cowl to fit, or even come close to fitting. I got the top cowl to fit about right, but the bottom cowl would not even come close to fitting. I got lots of advice; still it did not fit. I finally called Van's Aircraft, but first I created a list of all my questions and where I was on the cowl attachment process.

I explained to Ken at Van's how I had the top of the cowl  $\frac{1}{4}$  inch above the spinner backing plate as I was told to do by a non Van's Aircraft expert (George Orndorff video). Ken at Van's explained that it should be set  $\frac{3}{16}$  inch below the spinner backing plate. He said that after a few hours of flight the engine would sag on the mounts about  $\frac{3}{16}$  inch. The instructions say the engine will sag, but not how much. For some reason I did not think this was important. Now it makes sense. In fact everything is clear now. I just needed a different view of the problem.

The reason the lower cowl did not fit was that Van's provides for two different methods to attach the cowl. One with Dzus fasteners and the other with hinges. I am using the hinge method because it looks neater. When I cut off the lip supplied for the Dutz fastener the lower cowl fit 100% better then before. Now when I read the directions I can see that they were trying to tell me to do it the right way. I just couldn't see it. I needed a little insight that the factory gave me. This shows how valuable good factory support is. Maybe I should use it more. Now I am back to Tuesday, 2002.

### Hats

Pat Driscoll has donated 24 chapter 54 hats to the chapter. I will have them for sale for \$6.00 at the June meeting. Get them while the supply lasts.

## EAA Chapter 54



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

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

21D RCO 118.625

21D Unicom: 122.8

TPA: 1932'

Runways: 4-22 (2497' x 75')  
14-32 (2850' x 75')



## A Pitts stop in Mahtomedi by Bill Schanks

I just love my job. That is; my job as a technical counselor for Chapter 54. I get to go to other people's shops and see what they're doing. I get to see all kinds of airplanes from the formative stages right up to the first flights. I get to talk to the builder and get in on his or her dream. I'm allowed to share in that excitement. I get to see some really inventive creativity. I get new ideas on how to make stuff better and I meet some really nice people. My latest visit was to



Dave Holmes house in Mahtomedi.

A while ago, maybe a year or maybe more, Dave mentioned to me he had decided to build a Pitts. I like Pitts airplanes so my interest was piqued. "Oh, Dave," I said. "What kind of Pitts?" He said, "an S-1-11B." I didn't know what that was so I just said, "oh, that's nice." Then he started to tell me a little about it. He told of the fact that it would have an IO-540 engine with inverted fuel and oil. My ears perked up a little. I guess I just heard the S-1 part and pictured the little Pitts airplanes that we're all most familiar with. Well, that engine is kind of big for that little Pitts. I began to question him a little more about this project of his. He started using the words *Super Stinker*.



Then the light came on. I remembered reading an article in Sport Aviation by Budd Davisson about Cutis Pitts designing a new and bigger Pitts airplane on steroids. Now I started to listen. This is some airplane! Dave started to bring wing ribs that he had built to chapter meetings for me to look at. I started to get the picture; the ribs were a little bigger than I remembered. My Acro-sport uses the same airfoil as a Pitts S-1S so I am familiar with what size they should be. The S-1-11B has a little bigger camber and chord and I was a bit impressed. Dave's going to need more wood than I did.

Since this all began, there have been some really exciting developments. Dave found out about another builder out in Snohomish, Washington that wanted to sell a partially completed S-1-11B project. Dave dispatched his brother-in-law, who lives in Seattle, to go and check out the workmanship. Word came back enthusiastically favorable. "Buy it Dave!" The deal was made and the project was brought to Mahtomedi. The builder out west was a former hot-rodder with many talents, among which is; he's an excellent welder. Dave estimates that by purchasing the partially

completed project he has reduced his building time by at least 1,000 hrs.

What Dave purchased was a completely welded fuselage, (I have never seen any better welding on an airplane) with the tail feathers and torque tube finished and many, many parts. There are bell cranks, control parts and pieces, attach fittings, hinge assemblies and a whole bunch of other stuff, among which, is a firewall and a completed instrument panel, including instruments. Before he made the purchase, Dave had been building airplane parts, but very little is duplicated by what he purchased. So it all fits well. The tail feathers are even covered and stitched. The fabric work is also outstanding. I learned something here too. The fabric work is the Stits process and is painted up through the Poly-brush but doesn't have the telltale pink pigment. I guess I knew that was possible, but it's the first time I've actually seen it like that. If I ever build another airplane, I'll use the clear Poly-brush on the fuselage so the inside of the cockpit isn't pink.

Dave, if you're wondering, is a 49-year-old mechanical designer working for a company called Classic Manufacturing. He lives in Mahtomedi with his wife, Sue, and a daughter, Rachel. He holds a private pilot's license and owned and flew a Piper Pacer until recently. He sold the airplane to generate funding for the Pitts project. Dave and the family have just returned from a trip to Scottsdale, Arizona, where he took 10 hrs of dual in a Pitts S-2-A with Budd Davisson. Jim Lund had done that this year too. (Not with Sue and Rachel, but with his own wife.)

Budd Davisson has a place there called Shangri-La Bed and Breakfast. The family enjoyed the trip as well. While Dave and Budd were out flying around, Sue and Rachel enjoyed the swimming pool. Both Jim and Dave highly recommend the program. Dave said he plans to write up a little piece about his experience for a future newsletter.

Now, back to the airplane. I knew that this was going to be a big airplane, but I still underestimated its size. I got my first indication of just how big it was



*WORK PARTY (Continued from page 1)*

years we have gotten in the habit of going to the Delta, a real nice family type restaurant with good prices and good food. Had a fine meal there and returned to the bunkhouse, to find that Al and Rae had arrived. Good thing we did not wait longer, since they had stopped in Osseo for dinner. Lynn discovered that there were a bunch of video tapes of *Sky King* episodes, and so several of us watched three of these before going to bed.

Up early in the morning for a fine breakfast of waffles with blueberries, sausage, cold cereal, juice, coffee cake, and hot coffee. Then over to the maintenance office to sign in as volunteers. Each of us were given a bag with a water bottle and an EAA Work Weekend cap, and had our names placed in a drawing for a "door prize" (I won a \$30 gift certificate good at the EAA store or Wear House). We then got our work assignments. Dave and Dick were sent to the carpenter shop to build the deck on a couple of big wagon frames, and Al and I were sent out to "trash a house". This was a house EAA had purchased, and after looking it over decided that it could not economically be repaired. It would be burned for fire department practice, but had to be made ready.

First task was to remove all useful parts, such as doors, storm windows, heat vents, etc. and load them on a flat bed trailer. Second task was to remove all the things that they did not want present when the burn was done. This included all kinds of metal things, such as some Jalousie windows, kitchen sink, as many pipes as possible, all items in the bathroom, garage door, track, opener, all brackets, and in general anything that was not combustible. Two members of the maintenance shop worked in the basement removing duct work, furnace, and sinks, and later busted the bath tub up with sledge hammers.

At midmorning the people from Operation Thirst came by with pop, coffee, and cookies. After another session of banging away and knocking things apart and carting them out to the trailer it was time for lunch. Short break, and back to the salt mines! It is amazing how quickly a house can be completely trashed by several enthusiastic individuals with screwdrivers, hammers, wrenches, sledge hammers, Sawzalls, and pry bars.

By late afternoon we were finished and returned to the bunkhouse to clean up for dinner.

After dinner there is normally a tour of the Museum for the volunteer, and this year was no exception. They take us over in vans, and provide a guide. The guide points out certain special items. He showed us what looked to be a nice about 1/2 scale Stearman, which turned out to be 100% built from corrugated cardboard (obviously for exhibition only). After a bit more the guide turned us loose to wander wherever the spirit moves us. This is really something special, since the museum is closed and we can go through the normally "off limits" restoration shop and cross over the ropes for a closer look at the displayed airplanes. All too soon it was time to go back to the bunkhouse, where we watched three more *Sky King* episodes. After a hard day of work, bed time comes earlier than on normal days. I doubt if anybody had any trouble falling asleep that night.

After breakfast on Sunday morning, having completed our jobs Saturday, we were all assigned to the carpenter shop to cut the wood parts for 30 picnic tables for the campground. This project proceeded without incident, and after lunch we were soon on the way home, arriving back in St. Paul about 5 p.m.

For those who were not there, you missed a really great time. I hope the description above might tempt you to join us next year. Mark in (with ink) the first weekend of May, 2003 as reserved!

#### A NOTE FROM RAE

There were 5 Ch 54 members that showed up ( a poor turn out this year) Gil Leitner, Dave Fiebiger, Dick ?, Al Kupferschmidt and myself. We were joined by a couple from Ill., and on Sat. 2 more couples and 1 single from Ill. We all worked hard tearing down a house and sawing up lumber for 250 picnic table to be made at a later time. I myself worked in the kitchen feeding the troops. Al and I will be going down again in July 1,2,3rd to work in the kitchen together. We sure do have a grand time but would like to see more of our members join in for the great time; specially the younger members. The guys always get a VERY SPECIAL tour of the Museum after hours and you are free to wander through on your own without the crowds. Would really like to encourage more of the women to join in, too. They don't HAVE to work in the kitchen there is other things to do. Hope you can use this little tid bit for the news letter in June. Don't forget to mention that we will have the pot-luck on the 2nd Friday of the month at 6:30 P.M. in the Club House and if the weather cooperates we maybe can be on the deck

## Treasurer's Report

By Paul Liedl

Cash on hand	\$ 45.00
Checking Acct.	\$2271.23
Savings Acct.	<u>\$3868.26</u>
Total	\$6184.49

Income in March consisted of \$175 in individual dues, \$132 in contributions, \$12 in hat sales and \$5.89 in interest for a total of \$324.89. Expenses for the same period were \$250.42. They consisted of \$57.88 in chapter house expenses, \$67.54 for newsletter publication /distribution, \$37.50 for banquet guests, and \$87.50 in website publication costs

### *TECHNICAL COUNSELOR (Continued from page 3)*

when I drove up to the house and saw the fuel tank on a cart sitting in the garage. It is huge. It holds 29 gallons. We then went to the basement and saw the fuselage and upper wing. The fuselage is hanging from the ceiling and the wing is assembled in a fixture.

The spars are finished and have all the ribs glued in place and the drag and anti-drag wires are in place. Dave is in the process of making the laminated wing tip bows. This is a completely scratch built airplane. No kits. The drag and anti-drag wires were manufactured by Dave along with all the ribs and corner blocks. I asked him how he drilled the diagonal holes through the spars to install the wires because I have a tool that I made for that purpose. He patiently explained to me that he is a tool designer and makes fixtures and jigs for a living. His tool is better than mine. I also told him he should have no trouble finding that hole in the air to support the cabane assembly for the upper wing attach. He already has that figured out, no problem.

This was a first visit and I'm really excited about making some more. If you want some more information on the airplane you can find it on Budd Davisson's Web site. The address is [www.airbum.com](http://www.airbum.com). Dave and Jim Lund both mentioned the Web site to me and I finally overcame my computer intimidation and went in there to look at stuff. Was I glad I did! I downloaded some of the articles and printed them. The printed articles are on a table in the Chapter House. Read them when you get a chance. I will probably do another article on Dave's airplane when it's ready to fly. At that time I will include some of the specs.



## **Airplane of the Month**

Send your guesses to:  
[birdmann@attbi.com](mailto:birdmann@attbi.com)



Join other members of Chapter 54 for a pot-luck dinner. The next pot-luck will be on Friday June 14 at 6:30 in the Chapter House. (Photo courtesy of Pat Driscoll)



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**Lake Elmo, MN 55042**



## News and Notes

Marlon Gunderson is the new Webmaster of Chapter 54. Please be sure to visit the chapter's Web site at <http://www.eaa54.org>. Note the excellent job he's done keeping up to date in the "events" section. A sample is listed here.

**June 9:** Albert Lea (AEL), Buffalo (8Y2), Montevideo (MVE), Red Lake Falls (D81), Rush City (ROS), Breakfasts. Holmen WI Holland Airpark (36WI) 10mi N of LaCrosse (LSE) EAA Ch 307 Chicken BBQ lunch, noon.

**June 15:** Moose Lake (MZH), Breakfast, 7:30-11am.

**June 16:** Stanton (SYN), Dodge Center (TOB), Canby (27D), Crystal (MIC), Hutchinson (HCD), Breakfasts.

**June 22:** Princeton, EAA Vintage Ch.4, Breakfast.

Menomonie WI (WII) Breakfast.

**June 29:** Starbuck (D32), Breakfast, 7-noon.  
Faribault (FBL), Brats & Corn 2-6pm.

**June 30:** Aitkin (AIT), Caledonia (CHU), Fairmont (FRM), Pine River(PWC),  
Springfield (D42), St.Cloud (STC), Breakfasts.

**July 7:** Austin (AUM), Winona (ONA), Breakfasts,  
10:30 airshow at Winona.

**July 13:** Hibbing (HIB), Breakfast, 8am – 1pm.

**July 14:** Blue Earth (SBU), Two Harbors (TWM),  
Grantsburg WI (GTG), Breakfasts.