



Chapter 54 News

May 2002 Banquet

- Tuesday May 14.
- Social Hour: 6-7 p.m.
- Dinner at 7 p.m.
- Mancini's Char House
531 West 7th St.
St. Paul.
- \$20. Pay at the door

Program: Bob Dontje, Mission Aviation Fellowship. Come and hear what it is like to fly missionary flights in the jungles of Indonesia.

For more information, e-mail Tim Reberg at tim2485@juno.com

Elmo AFB (Airplane from Basement) Flying Club

by Jim Anderson



INSIDE THIS ISSUE

Elmo AFB	1
President's Letter	2
Waiting for Spring	3
Safer Airport Operations	4
Project Updates	5
Generators	6
A Gathering of RVers	6
April Minutes	7
Treasurer's Report	8
Book and Video Sale	8
Plane of the Month	8
Calendar of Events	9
Back Page Quiz	10

One or two people suggested that I write a short history of the informal group, known by the above name, which has been meeting for a number of year almost every Saturday morning on the north side of 21D in hangars 25B and 25 Don Fairchild Lane.

The group started in 1986, by accident, in the basement of the Connolly Building on North Second Street in Stillwater. The first airplane project was a ground up restoration of a 1941 J3 Cub, NC38337. My brother and I found it in a hangar in a rancher's field in northwest Nebraska, while hunting turkeys.

Art Edhlund, my wife Kay, and I drove a car trailer down, removed the wings, and motored back to Minnesota. Somehow volunteers appeared to help, including Art Edhlund, Bill

Schanks, Jim Montague, Dennis Hoffman, Mary Spencer and daughter Annie, Jack Blais, Bob Waldron, Jan Cox, Greg Tschida, and others, whose names have escaped from my poor memory.

As work progressed, Greg Tschida's Stearman wing appeared, as did Dennis' L4, Bill Schanks' Acro Sport, and my Fairchild project which Bob Waldron acquired from me. (I still had the L3 and second UC-78 projects for the future).

The basement was empty then, since our small manufacturing company, WR Medical Electronics, did not need the space. The J3 was finished and flying by 1990, and not too long afterward, Dennis' L4 and Bill's rebuilt Acro Sport took to the air. At the time, our only hangar was the "Rathole", 21A (named by Dennis as the Regional Airport Tactical Headquarters Of Lake Elmo). Earlier, Arnie Lin-

(Continued on page 9)



President's Column

by Dale Rupp

A few days ago Paul Anderson was giving me my biennial flight review in our L-2B Taylorcraft. After completing the air work, Paul asked me where I had landed my old "Plane Jane" Taylorcraft when the engine destroyed itself. We were very close to that spot, which is near the Stillwater Bridge, so we flew over and looked at it.

The first thing we noticed was that I had chosen a field that was too small and I passed up a nice big field just to the south of it. My reasoning at the time was that I wasn't too sure I could miss all the nice big, round hay bales scattered all over it. The field I picked was not only too small but also it had a power line on the highway at one end and a ditch with trees at the other end. At the time this looked like the best choice because I only considered these two. I thought I did not have much time to spent looking for the perfect landing site and I also wanted to land as soon as possible. To make matters worse the surface of the field I picked was an old plowed rough field that was below the level of the highway.

With all these bad choices, the good news is I did not get a scratch and old "Plane Jane" is flying again some place in southern Illinois. The reason I did not get a scratch was that I was lucky enough to choose a field that was rough enough to shear off the landing gear of the airplane when I touched down in a three-point attitude. Poor "Plane Jane" only skidded 50 feet before it stopped right side up. All I had do was open the door, step out and say a bad word. Luck, proper landing speed and the land-gear absorbing the airplane's momentum saved me.

LESSONS LEARNED

One thing I learned from this is that you have more time to pick a landing spot then you think. We always think when we have an emergency we have to react in a split second because that is what they do on TV. You have the time, take it. In this case I was about 1,200 feet above the ground when the engine threw a rod.

A 500-foot-per-minute descent gave me at least 2 minutes to consider other more suitable landing spots. When I stopped the prop spinning to stop the engine shaking I found I had a pretty good glider. This should have given me more time to think and choose a better landing spot but I didn't take it. Now sitting at the keyboard it is easy to figure this out, but at the time I was in a hurry to land so I picked my landing spot and stuck with it. I also should also have planned my approach better because I was so high on final that I had to slip to get into the field and even then I touched down mid field. This shows that I had plenty of time; I just didn't believe it. I did do one thing right; I flew the airplane. I kept repeating to myself, "fly the airplane, fly the airplane".

PRACTICE....MORE

The lessons for all of us are practice landing with the power at idle. Pull the power on downwind and see if you can make the field. Practice, and practice some more and if you ever do have to make an emergency landing, you will be glad you did. Notice how much time you really have before you actually land. Just one minute is enough to think about the landing spot and how to make the approach. This is unless your engine quits on take-off, then you have only one choice and that is land straight ahead. Always remember to fly the airplane, fly the airplane, fly the airplane and use the time you have to make the landing a good one.

EAA Chapter 54



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Please pass along additions to this list.

JOIN US!

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.

Lake Elmo airport is on Manning Avenue. From I-94, head north on Manning Avenue. From Route 36 in the Stillwater area, take the Route 5 exit and head south on Manning after the Washington County Fairgrounds.

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')



Waiting for Spring

by Bill Schanks

I'm still hoping for spring and summer this year. In the event that those seasons actually do happen, I'd like to put on my flight instructor cap and address the issue of getting ready for the upcoming flying season. Get your airplanes out and give them a thorough dusting off and clean up. Lube the hinges and pivot points on the controls; check for bird's nests and evidence of rodents; check the air pressure in the tires; give the airplane a wash job and look it over stem to stern and tip-to-tip. Drain the sumps in the fuel system and make sure there is no contamination.

If you have an electrical system, give the battery a charge. Then clean the cobwebs out of your brain and prepare yourself mentally for flying. Review your supply of charts and bring that up to date. Now, let's check the oil and go fly.

THE FIRST THING

Take the airplane out of the pattern and do a little straight and level at normal cruise power and check out the area a little bit. Fly around a half hour or better to allow the engine to thoroughly warm up and get that moisture to evaporate, and then come back into the pattern to re-familiarize yourself with the landing characteristics of your bird. Try about three take-offs and landings. Usually the first one is the best one, they seem to deteriorate after that. Don't worry about that, they'll get better later.

Now let's go back out to the practice area and climb to a couple thousand feet above ground level. Let's work up a little sweat here. 360s, 720s, at 30 degree and 45-degree bank angles, you commercial guys try a couple 60s. Now let's go through the entire stall series. Take-off and departure, approach to landing and accelerated stalls.

Make yourself do these things. Remember when you were taking instruction and the flight instructor put you through all those exercises? If you've forgotten how to do the maneuvers, look it up in the appropriate practical test standards. Do you remember how familiar you got with the airplane and how satisfying that felt? When's the last time you did that stuff on your own? Did you have to go through all of that on a flight review?

LEARN THYSELF

I know it's hard to find the time to put yourself through this stuff but I know it will make better pilots out of all of us. The more familiar you are with the flight characteristics of your airplane, the better you will be able to relax and enjoy the flight. Self-confidence is a great safety feature. Know your limitations and stay within those parameters.

Talking about self-confidence and knowing your personal limitations and the limitations of your airplane brings up the subject of forced landings. In my early days as a student, my flight instructors always harped on the concept of continuously looking around for a suitable landing spot. To this day I think about that.

There is never a flight that I make that I'm not looking around at the ground and evaluating suitable emergency landing sites. As the flight progresses, I abandon one and look for another up ahead. I almost always have one picked out that I can make it to.

SURVIVING THE FORCED LANDING

Even years ago, when flying charters across lake Michigan at night, I would look for the lights of an ore boat and consider landing in the water in close proximity to the ship in order to facilitate rescue, (in the event I survived the landing). Dale Rupp and Jim Lund have both survived forced landings and they will each be happy to relate to you their experiences. Talk to them about it, every thing you can learn from others, every experience you can have, will all contribute to your envelope and make you a more knowledgeable and confident pilot. I, myself, have survived three forced landings. One when the engine quit in my bi-plane just after lift off. There wasn't enough runway left to land on and make a full stop, however, the grass along side of the runway was uncut and pretty deep and still wet from a recent rain shower. I slipped over to the right side of the runway (runway 32 at 21D) and set it down in the grass, which brought me to a short rollout and stop. No damage to the airplane.

Another forced landing was in a 450 Stearman while I was working as an aerial applicator for Blue Ribbon Aviation. I had just flown over some high voltage high wires and dove down at a steep angle to begin spraying a cornfield just north of the 3M Chemolite plant in Cottage Grove. I leveled off and turned on the spray bars and the engine quit. There was a tree stand 50- feet high about 75 yards in front of me, and a good size wheat field parallel to the corn field off to my left. Thanks to the steep dive required to clear the wires, I had a lot of excess energy that I was able to convert into altitude and execute a left 180-degree turn and land safely in the wheat field. Again, no damage.

The third forced landing was in a '39 Aeronca Super-Chief. While working in the shop at Oshkosh during the EAA Air Academy I was approached by Norm Petersen who asked my if I would be interested in ferrying an airplane from Adams-Friendship airport to Oshkosh. I said yes and was flown over to Adams-Friendship to pick up

(Continued on page 8)

Safer Airport Operations

Richard Braunig, who heads airport operations for the Minnesota Department of Transportation, spoke at the chapter meeting on April 8, 2002 about his work and his observations in a life of being around airports. He also offered several tips for safer operations.

INCURSIONS – Braunig noted, correctly, that the FAA and other organizations have been a big emphasis on eliminating, or at least reducing the number of runway incursions. His advice including crossing runways at the end where taxiways allow. He also advised the chapter of new “improvements” in Cloquet, where a new terminal building has blocked the ability of pilots to see each other on Runways 17 and 25. “Pay attention to what’s in the pattern before you start the engine,” he advised.

He also explained more about airport markings and signs. Color coded, he said, red means “stop,” yellow provides guidance/direction and black refers to what you’re on “now.”



Richard Braunig, who heads airport operations for the Minnesota Department of Transportation.



WHERE TO?

You’ve just taken off on Rwy 32 and the engine has quit, where do you go now?

PERFORMANCE – When the conditions are hot with high humidity, he said, “lean the engine on the ground.” When taking off, he suggested the 3/4 x 1/2 rule. “By halfway down the runway, have 3/4 of your flying speed or do not continue,” Braunig said.

He also advised the turbine aircraft fly the pattern at 1500’ AGL, a situation which makes the base leg particularly hazardous. He discussed several options as various aircraft enter the patter from varying directions, including extending the pattern, flying a base to an upwind to remain in the pattern, or leaving the pattern in the interest of better spacing.

LANDINGS — Braunig recommended a steep approach and seemed to suggest flying a tight pattern. If you fly the VASI/PAPI glideslope, he said, and an engine quits, you’re going to fall below the glideslope and land short of the runway.

RADIO – This is one of those nagging annoyances of your newsletter editor. Recently, while flying around the airport in St. Cloud, another plane called to say he was on the ILS approach near some checkpoint. The problem is, unless you’re ILS-familiar, you don’t know where that checkpoint is, or where that plane is, making the point of the radio call, well, pointless. When giving position reports, state the direction from the airport and the distance, so everyone knows where you are.

NIGHT – The loss of a horizon, of course, is a fairly common component of night accidents. “Use all your instrument skills,” Braunig said. “And no matter what, keep a climb going.”

Braunig also showed slides of the Lake Elmo (21D) area, challenging people to think about where they’d go if an engine quit on takeoff.

Recommended Reading Online

Air Safety Foundation’s “Operations at Non-Towered Airports.”
<http://www.aopa.org/asf/publications/sa08.pdf>

Runway Safety Program – Training online
 This is an interactive program designed to teach pilots about runway incursion avoidance. It is divided into three modules.
http://www.aopa.org/asf/runway_safety/



EAA Chapter 54 members listen during Braunig’s presentation

Project Updates, News, and Notes

CHALLENGER II

Todd Balsimo

I am finishing up the right wing. The wings are aluminum tube frame and covered with Stits Poly-Fiber Fabric Covering System. The color I chose for the wing is Juneau White, Stinson Maroon, and Reno Gold for the accent stripes. The covering process was challenging for me because I have no prior spraying experience. I did as the manual said and practiced before I sprayed. To my surprise, It turned out very nice. Jim at Aircraft Restoration Supply says, "The moment you get really good at spraying is the moment you're finished with the project." I believe that because I learn something new on each component I spray. I will start spraying the fuselage soon and ordered my Rotax 503 DCDI and Warp Drive propeller. I hope to be flying in July of this year.

tbalsimo@north-american-trailer.com.



The wing color scheme for the Challenger II.

RV7A

Bob Collins

The longest HS project in history is finally finished and I'm generally pretty happy with the results. There's a few rivets in the skeleton a little too close to the edge and an occasional smiley or two, but it's time to move on to the vertical stabilizer which is ready to be skinned. I'm considering some lighting options before closing it up, however. Incidentally, the new parts being shipped by Van's now have the ribs and spars prepunched, eliminating any need for measuring or the jigs.



The Amazing Flying Rocking Chair, on display now at Casa Collins.

THE SWIFT

Mick Supina

"We are Plane people - not photographers!" Here are some shots related to N80796 and its first flight since the 1970s!!

Here she is after the first taxi trials - April 13, 2002

We are getting ready to fly .

Mark Holliday in the pilot's seat - for the shakedown: April 19, 2002



Fired up and ready to go.



The Master (Jim Montague) and the apprentice (Mick):



PIETENPOL

Kirk Huizenga

Kirk Huizenga has continued to restore/rebuild a Pietenpol Aircamper. Check out the progress at [http://www.mykitplane.com/Planes/photoGalleryList.cfm?](http://www.mykitplane.com/Planes/photoGalleryList.cfm?Menu=PhotoGallery)

Menu=PhotoGallery. Scroll down to Kirk's name and find various photo albums there. The Pietenpol once belonged to the



"Work to do on the tail," Kirk reports.

chapter. Kirk purchased the parts and has been rebuilding and restoring the project with the help of some high school students at the Mounds View Area Learning Center in Shoreview where he teaches.

Under the Cowling Generators

by Jim Montague

There are several types of generators used on aircraft, and alternators are now standard equipment. But many aircraft still use the Delco-Remy automotive style generators which were standard for almost 50 years. These generators are rated from 12 to 50 Amps at 12 Volts of output.

In an aircraft, the generator comes on line at about 900 rpm and begins to charge the system. At normal operating speeds, the generator alone supplies electrical energy to recharge the battery and to power the electrical system.

At idle, power demands are supplied by the battery only. The operating theory of a generator is beyond the scope of this note, but here are several operational hints. The standard duty Delco-Remy generators have what is called a "Type A" circuit.

When installing a new generator or trouble shooting, after all leads have been connected to the regulator, place a jumper wire momentarily between the armature and battery terminals. This polarizes the generator.

Maintenance of generators usually involves changing the brushes and cleaning the commutator. This will correct most generator problems. While the generator is apart, it is prudent to check the armature for grounds and shorts using a growler. An auto electric shop can do this for you if you don't have the capability. Also, the field coils should be checked for grounds and shorts.

There are two items no manuals seem to cover. At the drive end, there is an oil seal. That is plainly seen in the parts catalogue. What some parts catalogues don't show is an "O" ring installed behind the drive gear. If this "O" ring is not installed there will be a constant drip of oil from the forward end of the generator. Also, the brushes as received are too long and the brush springs can't furnish enough tension on new brushes. A little filing on the soft carbon will reduce the length of the brushes by an eighth of an inch in the area where the brush holder contacts the brush, this will allow enough tension on the brushes.

Trouble shooting - If the battery is fully charged and the charging rate is still high, disconnect the field lead at the regulator and operate engine at medium speed. If the ammeter shows "charge" the trouble is in the generator field or in the field lead wire. If the ammeter shows "no charge" the regulator is at fault. Make sure the regulator is grounded. Either replace the regulator or have a shop that has knowledge and equipment repair it.

If the battery is discharged and the charging rate is low, use a jumper from the "F" terminal to ground for several seconds with the engine at medium speed. If the charging rate jumps to a high rate the regulator is at fault.

If the charging rate remains low, the generator is at fault.

This barely covers some simple items that you can do to check and repair your generator. Most problems are simple, such as worn brushes. For major problems, you will probably want to have a repair shop rebuild your generator.

Jim Montague gets a charge out of hearing from you. You can reach him at Swifh31B@aol.com.

A Gathering of RVers by Bob Collins

I had been at the RV Forum at ANE only about a half hour on Saturday (May 4) when I began feeling the palpitations. With every perfect rivet on a bunch of "perfect" RVs in the hangar at the Golden Wings Museum, my heart raced and my breathing shortened. Why, there was even one unfinished vertical stabilizer that had been riveted. There wasn't so much as a fingerprint on it. "Holy smokes," I said to myself. "I really stink at this." I rushed outside to look at other RVs, passing Chapter 54 member Doug Weiler, president of the Minnesota Wing of Van's Air Force, which sponsored the forum, well attended by over 200 people. "I need to see smileys," I said.

I found one or two, but the day certainly has me thinking about the quality of my work, nonetheless.

Doug and his gang really deserve a pat on the back for a job well done. I didn't stay for the banquet, featuring Norm

Petersen of EAA, but I learned a lot in browsing the floor, listening to some speakers, and speaking to some of the exhibitors. Oh yes, there was also the "discount table," where orders faxed to Spruce, Avery, Cleaveland and assorted other suppliers led to an immediate 5-10% discount.

I was interested in one product, the TruTrak flight control system from Jim Younkin of Arkansas, who was a forum speaker and practically invented the modern autopilot. I hadn't thought much about an autopilot for the 7A, but I looked at his installation and it looked fairly simple. The DigiTrak autopilot – basically a wing leveler – has an introductory price of \$1,495 until September 1. More complicated systems – well beyond my mission's needs – go for \$11,900. If you'd like more information on this, go to:

(Continued on page 7)



Oshkosh vets may recognize this RV8. It was the grand champion last year.

A GATHERING OF RVers (Continued from page 6)

<http://www.trutrakflightsystems.com>.



Doug Weiler handles door prize duty.

I also stopped to talk to Sky Smith, who runs an insurance brokerage house, negotiating insurance rates with several companies. He also writes a monthly column in *Custom Planes* magazine.

We talked about the cost to operate an airplane. "Why do you think these 747 captains run out when they retire and build or buy an RV, or a single engine, tri-cycle piston?" he asked. "It's because they've figured out the per-hour cost and realize that they can pull their plane out of the hangar, fire it up, and be flying while the guy with the twin is still doing his pre-flight." More hours flying means a lower per-hour cost.

He also told me an interesting story about conflicts between Minnesota and Iowa (and other location) DARs and FAA personnel. Apparently a guy from Iowa built a plane in Minnesota to move to Iowa. The DAR who signed off on it granted X number of hours, the insurance company approved it. But when talking to the insurance carrier,



The old mixed with the new as the RV Forum was held in the Golden Wings Museum at Anoka-Blaine.

he refused to cover it because the

DAR in Iowa requires more hours. "If he comes down here and goes into a house, we're going to cite him," Smith quoted him as saying. I don't know how true it is, but it's worth some thought.

I also enjoyed listening to Tom Irlbeck, a terrific flyer and, according to his biography, one of the first "Top Gun" instructors in the country. "We should all hug Van," he said. "The RV line is just a tremendous plane to fly." Among Tom's recommendations was to fly an approach higher than the VASI/PAPI ("the only time I use them is at night," he said). But he also said he won't fly in a plane that doesn't have a G-force indicator.

George Orndorff, a prolific builder and maker of a line of how-to videos apparently was a no-show, which is too bad because I really wanted to hear him speak about "Risk Management and RV Building and Flying."

The Minnesota Wing is making a video available of the day's activities (which actually are still going on as I write this). If you'd like more information, visit the Web site at: <http://www.presenter.com/~dougweil/mnwings/default.htm>



A 1929 Cunningham-Hall PT6-F, one of the best cargo-hauling bush planes ever built. And this one is the sole survivor. It's been restored right down to the original corrugated aluminum skin.

MINUTES OF APRIL MEETING

BY Nick Stolley

Meeting called to order at 7:30pm. The meeting minutes for the Feb. 11 meeting were accepted as published in the newsletter. The treasurer's report was also accepted as published. Two visitors were present. A new member named Mike Hogberg and a visitor named Pat Moore.

The Chapter 54 annual work party in Oshkosh is May 4 and 5. A sign up sheet was passed around.

The Friday following the meeting, and every Friday following the meeting, is a Pot Luck dinner at the Chapter House. The time is around 6 p.m.. Last month about 12 people showed

Art Edlund, Education Chairman, was absent, but the Flying Start program is scheduled for April 20.

Tim Reberg will be having a meeting soon regarding the pancake breakfast in August.

Housing Chairman, Dave Feibiger, reported that he needs a used card table, mostly to be used for the [potluck dinners held once a month, but also for other functions. Dale Rupp volunteered his card table for the

ause. Dave is looking for volunteers to help put the new roof on the chapter building, when it comes time. Dave also said that any donations to the chapter library would be welcome. Lastly, Dave put out a call for anyone who knows anything about landscaping, or, more accurately, who knows someone who could get the chapter a good deal on landscaping for the building.

Dave Fiebiger reported on the progress of the airport name change. He was contacted by MAC and they were wary of some opposition from the Lake Elmo City Council. Dave and a small group went to a Lake Elmo council meeting and asked their opinions, and they were OK with the airport name change.

Marlon Gunderson reported on his trip to Sun-n-Fun. He said that there were a few mishaps on the runways at Sun-n-Fun, perhaps due to air traffic control that was not consistent with the standards seen at Oshkosh.

The business portion of the meeting was adjourned at 7:55pm, with Paul Hove introducing the guest speaker,

(Continued on page 9)

(TECHNICAL COUNSELOR REPORT *Cont'd from page 3*)
 the Super-chief. The airplane was in a dirt floor hangar and was fueled with auto gas from two five-gallon cans that were also stored on a dirt floor in the hangar. I did what I thought was a very thorough pre-flight, including draining the fuel sumps very carefully. What I neglected to do was raise the tail before draining the sump. Anyway, 20 minutes after take-off, on my way to Oshkosh, the engine began to run very rough and eventually wouldn't run at all. I coaxed and primed it with no success. I was at 3,500 ft. MSL and had several fields picked out. It was all nice flat land, very few trees and square section lines.

At no time was there any doubt of a successful outcome. Confidence level was high. I spotted a farmer cutting hay and considered that field. I could land by him and have transportation to a phone so as not to be stranded in the middle of nowhere. However, I spotted a farmhouse with telephone lines and cars in the driveway at the end of a nice long alfalfa field with the farmer's daughter (or wife) hanging laundry. Better choice. I executed an uneventful landing with a rollout up to the porch, got out of the airplane and heard the lady talking on the phone to the local sheriff. "No, there's no fire yet, wait! He's getting out of the airplane! He looks alright!"

BILL'S WELCOMING COMMITTEE

About that time I heard a siren coming and saw a cloud of dust coming down the road. The deputy was on the way. In the meantime, all the volunteer firefighters that were at the local bar in a little town by the name of Dakota, WI., heard it on the scanner and came as fast as they could. I swear they were all disappointed when they saw no fire and me seated on the porch, bloodless, drinking a cold diet Pepsi. One of the latecomers said that when he walked into the bar everyone was gone and a bunch of half-full drinks and all the money was lying around on the tables. He found out there was an airplane crash at Sadie's farm and rushed over. I think he was the most disappointed.

Since then, whenever I fly with a student or on a flight review, I like to provide practice in emergency procedures in an attempt to raise the confidence level in those situations for the pilot. At the time that my forced landings occurred, I was at my most proficient level. I was flying as a flight instructor and aerial applicator a minimum of 20 hours a week in all different kinds of airplanes. I was required to land on country roads and alfalfa fields and all kinds of makeshift landing sites. I felt more at home in an airplane at that time than during any other time throughout my career.

What my advice is, fly as often as you can. If you have an opportunity to fly other airplanes, take advantage of it. Fly from the right seat and the left seat. If you have a tandem airplane, fly it from both the front seat and the

back seat. All this switching around will stimulate you to think about what you are doing and be very beneficial to your over all proficiency. When you do fly, think about what you're doing; keep the scan going, inside as well as outside. Always be evaluating off airport landing sites on cross-country flights. And most of all, do some local practice flights as often as you can and make yourself do the work of flying. Practice all that stuff; work up a sweat. Trust me, you'll enjoy it!

Treasurer's Report *By Paul Liedl*

Cash on hand	\$ 20.00
Checking Acct.	\$2227.65
Savings Acct.	\$3862.37
Total	\$6110.02

Income in March consisted of \$170 in individual dues and \$5.18 in interest for a total of \$175.18. Expenses for the same period were \$155.73. They consisted of \$93.77 in chapter house expenses and \$61.96 for newsletter publication / distribution.

Book and Video Sale

EAA Chapter
 Book and Video Sale
 May 1, 2002 - June 30, 2002
 50 % Off
 Any Item in the EAA Book/Video Catalog
 (Excluding the SportAir Workshop Fabric & Composite Videos. 20% discount applies to these videos.)

This is an exclusive offer for EAA Chapters (Including EAA Divisional Chapters) .The order form and catalog will be sent to each Chapter President. Deadline is June 30, 2002. ONE ORDER PER CHAPTER.

Plane of the Month



Last month was the Vimy Vickers. Send your answers to Jeff at birdmann@attbi.com.

(ELMO AFB Continued from page 1)

dall, my brother, and I had completed restoration of the N3N and the 7AC Aeronca Champ at Lake Elmo Airport.

We all learned a lot from Jim Montague and Bill Schanks. Jim supervised us in overhauling the A65 Continental and four of us each did one cylinder, with others doing various other tasks. Bill gave us an education on covering and welding. Jack Blais did a great job of painting in a makeshift booth. We met every Wednesday evening and Saturday morning, with supper next door on Wednesday and breakfast at the Main Café.

We also held a Saturday morning A&P class in the upstairs lunchroom, with Gordy Amundson lecturing us. There were several "outsiders" who joined us just for those classes. Some of them and Bill Schanks went on to pass the written and practical tests for the A&P license shortly thereafter.

About that time, Dennis built a new hangar on Fairchild Lane and suggested that I do the same next door to him. We finished our A&P course in the new 25D hangar.

Since then we have filled all the hangars with airplanes and airplane stuff, tools, parts, and miscellaneous. Dennis continues to maintain a neat and clean hangar, however.

The informal tradition has continued with many new faces, including my two sons, Pat and Paul, Jack Blais, as well as many you know as EAA members. Don Carlson got Paul his private license by training him in the J3. Dennis and Bob Waldron flew the L4 and our J3 to the Cub Fly-in at Lockhaven when they were both freshly restored (the planes).

I acquired the T-50, UC-78 Bamboo Bomber at Oshkosh one year and Al Tschida gave me my multi rating in his Apache. He also flew the T-50, as did Joe Davis so I could get checked out. Al sold the Apache to me, and now we have several multi rated pilots.

In addition to full size aircraft, there has been scale R/C airplane modeling at 25B. Bob Donatell, master R/C craftsman has built a fifth scale UC78 model of our Bamboo Bomber. It is being finished by Larry Cherry, and should fly this summer. Joe Simonet, Don Carlson and Scott Hutchinson have also helped build this model.

Other ratings the group has obtained include, instrument, commercial, and a couple of A&P tickets. We've had fun while learning.

All EAA members and others are welcome to pay us a visit on Saturdays. The coffee pot is usually on and sometimes there are donuts or other goodies.

MEETING MINUTES (Continued from page 7)

Richard Braunig, an employee of MNDOT Aeronautics. He shared with us a description of his job, which includes inspections of airports around the state. He also shared his insight of safely flying in the traffic pattern at various airports.

Nick Stolley can be reached within minutes at AIRPLANEIT@AOL.COM

Calendar of Events

May 18, BLAINE, MN – Chapter 237, Blaine Airport Spring Aviation gathering Saturday, 8:00am - 4:00pm. Blaine Airport (Janes Field) Pancake Breakfast 8:00am - 12:00pm. Brats and Hotdog Lunch 12:30pm - 2:30pm. Free meal for any PIC flying in for the event American Wings Air Museum L-Bird Roundup 8am - 4pm, L-19/O-1 Forward Air Controllers Speakers forum 1:00pm - 3:00pm.

May 26 - LAKE CITY, MI - Home Acres Sky Ranch sponsor Fourtieth Annual Pancake Breakfast, (Y91), 231-839-3307

June 2 - MASON CITY, IA - Mason City Airport (KCMJ) - EAA Chapter 94 Annual Flight Breakfast Fly-In 6:30 AM to 12:30. 641-357-5606 *bas-kethouse@netconx.net*

June 30 - ST. CLOUD, MN - Wheels, Wings, and Water Fly-In, 320-529-6533

July 13 - HIBBING, MN - Chapter 996 Seventh Annual "Miners Breakfast" Fly-In, 218-263-4152

July 13-19 - FARGO, ND - US Air Race sponsored Marion Jayne 1800 Mile Cross Country Air Race and The Fargo 300 Air Race, *www.us-airrace.org*, 817-491-2842

July 21 - MARSHFIELD, WI - Chapter 992 Fly-In Pancake Breakfast, 715-384-8700, *bremer@commplusis.net*

July 23-29, 2002 - OSHKOSH, WI - EAA AirVenture Oshkosh, *http://www.airventure.org*



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BACK PAGE QUIZ

Question: What endorsement does the FAA want when a pilot participates in the Pilot Proficiency Award (Wings) Program in lieu of a flight review?

Answer: The recommended endorsement for completing a phase of the FAA's Wings Program is found in Advisory Circular 61-91H, Pilot Proficiency Award Program, and is as follows: "Mr./Ms. _____, holder of pilot certificate number _____, has satisfactorily completed the training requirements outlined in AC61-91H, paragraphs 7a,b,c,d,e,f, or g (state which), signed (instructor's signature, CFI number). You may want to indicate the phase number in the endorsement, such as Phase II or Phase IV, etc. This endorsement can be written in the notes section for a particular flight or in the back of the logbook with the rest of the endorsements.

Question: What is pivotal altitude?

Answer: Pivotal altitude is used in performing the "eights on pylon" ground reference maneuver. It is the altitude at which the pylon may be held in a constant position and varies with the square of the groundspeed. Faster speed, such as when heading downwind, results in higher altitude; slower speed, such as heading into the wind, results in

lower altitude. To estimate pivotal altitude, square the groundspeed and then divide by 11.3 if you use knots, or 15 if you prefer mph. That will provide a starting altitude.

Question: What class of medical is a CFI required to maintain?

Answer: In most situations, a third class medical certificate is all that is needed to instruct. FAR Part 61.23 clarifies what operations can be conducted while holding each class of medical certificate as well as what operations can be conducted when not holding a medical certificate. FAR 61.23 (a)(3)(iv) states that a person must hold at least a third class medical certificate when exercising the privileges of a flight instructor certificate, except for a flight instructor certificate with a glider category rating, if the person is acting as pilot in command or is serving as a required flight crew member. FAR 61.23 (b)(5) requires that a person is not required to hold a medical certificate when exercising the privileges of a flight instructor certificate if the person is not acting as pilot in command, serving as a required pilot flight crewmember, or instructing in gliders.