



Chapter 54 News

April 2002 Meeting

- Monday Apr. 8.
- Social Hour at 7 p.m.
- Meeting at 7:30 p.m. Chapter House, Entrance B, Lake Elmo Airport
- Program: All About Airports

Speaker: Richard Braunig, Aviation Representative, MN/DOT. As an airport inspector, Rick has an in-depth understanding of airport design and how those designs affect operations. He will cover airport surfaces, markings and operations at tower-controlled and non-towered airports.

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Letter from Florida

by Jack Doke

Last June I was up in Minnesota visiting my family and making contact with the Gang at 21D. I stopped in to see Dave Fiebiger, who told me that he finally way going to sell his hangar queen - the '23 Musketeer that he has had since early 1990. He got it for his grandson but things just didn't work out.

I said, "Hey, that airplane would be just great for me to hop around Florida.. I was looking for something that would

be easy to take care of etc. So I told him to let me go back home and sell my aircraft and I'll be back up to get it.

On Sept. 1, I sold my aircraft and went up to Minnesota Sept. 4 to get it. I spent a few days with my family and flying the Musketeer around 21D. The weather that week was not so hot. But on Sept. 8, I took off for Milwaukee to

spend the weekend with him.

On Sept. 10 I took off from Milwaukee headed for Winter Haven, Fla. I got up to the Smokey Mountains and because of low clouds and haze, I set down in Centerville, Tenn. It was around 4 p.m. so decided to call it a day and the kind

folks at the FBO gave me an airport car and told me some good places to stay and eat.

Early Tuesday morning - 9/11 - I got up to the airport but there was some light fog, so I had to wait until around 8:30 for it to clear. I had the

plane refueled and was inside the FBO paying the bill when the phone rang and the fellow answered it. He hung up and ran back into the pilot room and turned on the TV, saying that an aircraft had hit the World Trade Center building. We looked at the TV coverage and I thought, 'Well some Lear jet or something had hit it.' I took off at about 9:05 a.m.



Bob Alm of Whitefish, MT. began a year-long journey in his Breezy to 48 states, taking thousands of shots from his wing camera. This Breezy was once owned by an EAA Chapter 54 member- Gene Frank

(Continued on page 2)

Letter from Florida (Continued from page 1)

I climbed up to 7,500 ft., and set out for Ocala, Fla. - my next stop for fuel. I was going along fat, dumb, and happy on top of a broken layer of clouds; just a real nice day for flying home. I didn't have the radio on for some reason, 'til I was well southwest of Atlanta. I'd turned it on to ATC, flight watch and get some weather updates. I called Atlanta but got no answer. A few minutes went by and I hear some 172 call and request some weather somewhere in Georgia.

Flightwatch came back asking him if he knew that there had been a nationwide ground-stop for all aircraft and that he was to land as soon as possible and to advise him where that was going to be. He told them where he was going to land and they said to contact them when on the ground.

Well, I'm thinking, 'What is going on here?' It is about 10:45 a.m. I tried calling flight watch again. No answer. A few minutes later I tried again and got Jacksonville Flight watch. I told them I was heading for Ocala, Fla., and heard that some sort of ground stop was on for all aircraft. They came back saying that, yes, there was and that I was to get on the ground ASAP and where was it going to be. I said that I was on top of a broken cloud deck and that I didn't think I could safely get down through it at this time, could they tell me when I might get

some better weather ahead? They came back and said I was to get down now and to land at Dothan, AL., 25 miles ahead. I told them again that I did not think I could safely get down through the cloud deck and was there better weather ahead?

They came back about two minutes later and asked for my tail number and to transpond

On 2234 and ident. I did what they asked and they came back asking my airspeed. They said that broken clouds were on the Georgia-Florida line and that is was OK to land at Lake City, Fla., and call when on the ground and to advise when I had the airport in site. I landed in Lake City at 11:20 a.m., and was told by the tower that they had advised

FAA that I was on the ground. As I was taxiing in, I saw a lot of other aircraft around - two DC9s, and one 737 and this city did not have airline service!

I got to the FBO, parked and went inside. That is when I got the news. Everyone was glued to the TV set in the pilot lounge. I thought that things would be down for a few hours and then say around

3 or 4 o'clock, things would open up again. So I waited along with everyone else.

I went to a hotel and waited Wednesday and Thursday and then on Friday morning, I put the airplane in a hangar (a new one the city had just built and said I could rent it for \$5 a night. Talk about luck!). I rented a car and drove the 200 miles to my home in Winter Haven, Fla.

That weekend the FAA said that IFR traffic would be allowed starting Monday. I got a friend of mine to go back up with me on Sept. 17, we filed IFR and got my bird back home to Winter Haven.

In thinking back I couldn't help but to think how flight watch was kind of up tight with me and me not knowing what was going on, insisting that I couldn't get right down right when they wanted; that I was lucky that I didn't have an F-16 come up and get me!

I shall always remember what I was doing on 9/11.

God Bless America!

Treasurer's Report

Cash on hand	\$ 23.00
Checking Acct.	\$2,210.38
Savings Acct.	<u>\$3,857.19</u>
Total	\$6,090.57

Income in March consisted of \$240 in individual dues, \$370 in gifts and \$5.91 in interest for a total of \$615.91. Expenses for the same period were \$294.67. They consisted of \$77.53 in chapter house expenses, \$150 in fees ((501(c)(3) application fee) and \$67.14 for newsletter publication /distribution.



On the Stright and Narrow by Bill Schanks

This month's visit is to Dick Stright's shop. Dick, a 69-year-old retired schoolteacher, is building a Fisher Super Koala. Dick and his wife live in a town home in Oakdale, which isn't too far from the Lake Elmo airport. Dick is also a retired contractor, which explains his proficiency at installing sheet rock in the Chapter House. Dick was a big help throughout the remodeling process. He has also volunteered his services to help with the replacement of a new roof later on this summer or fall.

He's building the Koala in his garage and sometimes he is building it in the family room and also in the bedroom. Some airplane parts are resting nicely on the bed in the guest room. In case they have any guests, the airplane parts can easily be moved. This is a typical example of the determination it takes to be an airplane builder.

The airplane is an all wood, fabric covered, high wing, tandem seat two place Rotax powered homebuilt. It is a geodetically braced construction type, throughout, similar to some famous British designed airplanes of World War two. Bert Sissler, a well-known Minnesota amateur aircraft designer, used geodetic construction in his designs. He designed the *Sissler's Whistler* and the *Cygnets*.



The design provides a lightweight, strong diagonal bracing system that replaces drag and anti-drag wiring in the wings as well as a very strong fuselage and empennage construction method. The Fisher designed airplanes, which include the Dakota Hawk, the Super Koala and the Fisher Classic, feature geodetic construction.

To see examples of these airplanes, merely visit Tom Marson, who has a flying Dakota Hawk that he built or visit Ed Peiffer, who has a Fisher Classic biplane under construction. Tom and Ed are both members of Chapter 54. You can visit Ed's project in the Chapter 54 Web site, www.eaa54.org, and click on *projects* to see a few pictures, or click on *people* and find the article about Ed Peiffer to read the whole story.



So far, Dick has the fuselage on the gear and partly covered and the wings and empennage finished and partly covered. All of the wood was varnished before he began to attach the fabric. He's now working on the taping and primer coats. Without a paint booth that has good ventilation and exhaust, he's trying to come up with a painting system for fabric that has a minimum of strong solvents involved. Living in a Town Home fairly limits the use of strong solvents. It would require a lot of very understanding neighbors as well as a completely understanding wife.

He has been researching the different fabric covering and painting systems, been in contact with many experts throughout the country and is close to a solution. He would like to use the Poly-fiber system but has had to rule that out for the time being because of the necessary use of very strong solvents, MEK in particular. His next option is the Superflite system and he thinks he has found a way.

Dick does not have a pilot's certificate and will need to work on that. He plans to fly the airplane when it is finished, but the final goal is to give the airplane to his son who is a pilot. His son lives out west in the big sky country and flies from some pretty high elevations where airports are few and far between.

The plan is to go with the more powerful engine option and to install more fuel tanks. The drawing calls for a 12-gallon tank in the fuselage and there is an option for a 7½ gallon tank in each wing. That's the way Dick is building it. He hasn't made a final decision on the power plant yet, but he has some ideas there too. Right now, we're discussing some flight training options.

Dick has been watching the Sport-pilot news with great interest. That really looks like a pretty viable option. The way it stands now, as I read it, he's ready to go as soon as the airplane is finished and the proposal becomes regulation; he has a

valid driver's license; the airplane qualifies in every category.



Tom Marsen helps Dick Stright with some fabric work

Under the cowling

Carburetors, throttle bodies and fuel injectors by Jim Montague

Let's start with the simple Stromberg NAS-1. This carburetor is used on the famous A-65 Continental and many other engines up to 90 hp. It has not been made for many years, but there are still a lot of them in service. This carburetor is very simple, but some things, like setting the float level, are not!

To set the float level you must add or subtract washers under the seat. (as in needle and seat) This can be time consuming and harks back to the 1930s when aircraft mechanics made 35 cents an hour. Every time an adjustment is made, the float level must be checked with a 20 inch head of fuel to partly assembled carburetor. The level of fuel in the bowl should be 13/32 below the edge of the float bowl.

Another tricky thing about these carburetors is the installation of a Delron needle. The Delron needle is supposed to be impervious to any of the various ingredients of modern gasoline. Delron is a very light plastic, so weight must be added to the float to make the float level correct. Copper strips are soldered to the float. There is also an old Service Bulletin to drill a vent hole to prevent fuel siphoning under certain conditions.

Overhaul of these carburetors is mostly a matter of cleaning, making sure the right parts are installed and checking for wear, corrosion and damage. Now that I think of it, that's a reasonable description of the overhaul of any carburetor!

I have been told there are no AD notes on this carburetor -- but that's not exactly true. Under "Culver" (the Culver Cadet used a Stromberg carburetor) there is one concerning the type needle and seat.

Next up the ladder is the Marvel Shebler carburetor. Actually, the carburetor is made by Precision now and for a while it was owned by Facet. It was developed in the '30's and '40's as an outgrowth of their farm tractor carburetors.

The smallest, the MA3SPA, in various versions is used on many engines from 65 to 145 hp. There is another version of this carburetor without an accelerator pump, but don't use it! Joe Davis always said the "SP" stood for "splash pump" (accelerator pump) which may not be exactly true, but it is a good way to tell the good version. These carburetors are easy to work on but do have a few AD notes.

The biggest recent one is the one-piece venturi. If you use car gas you will want a brass float, but that is not a requirement. Parts are expensive and if the carb needs a complete overhaul it is just better to get a new or reman. These can be obtained for between \$500 and \$650, which I used to think was ridiculously high, but an overhaul kit costs that much and the new carb will

probably run 25 years without much attention.

The MA4SPA is a similar, but just a little bigger carburetor used on the 150 Lycoming. The MA4-5 is a bigger carburetor yet, and used on engines like the 180 Lycoming.

There are other, older float type carburetors but these are the most common. Bigger engines use pressure carburetors. The WW2 fighters needed a carburetor that would run in any attitude and upside down. Examples are, PD-12, P=pressure D=dual or double (2 barrel) or PT-13, P=pressure T=triple (3 barrel). The number stands for the size of the venturi and they are BIG!

The only pressure carburetor we might be interested in is the PS-5. P=pressure S=single (single barrel) This carb was used on the Bonanza in the early '50s and has been adapted to many 180 Lycomings for use on aerobatic airplanes such as the Pitts Special.

On aircraft carburetors there are only two external adjustments which can be made: idle speed and idle mixture. Throttle bodies are actually pretty much an automotive term where an on board computer schedules the fuel delivery and the throttle body delivers it.

There are basically two types of fuel injection used on aircraft today. The TCM (Continental) is a continuous flow system consisting of a combination fuel pump and mixture control, a combination air throttle and fuel metering control, a manifold valve, injector nozzles (one per cylinder), and the induction tubes. This system is used on the IO-240, the IO-360, the IO-346, the IO470, the IO-520 and the IO-550.

The Continental system does not use any electronics, the fuel delivery is scheduled by mechanical means.

The other system is the Bendix, used on Lycoming engines. It is a little more sophisticated but they both work very well. The Bendix RSA system has four major components, the servo regulator, the fuel control (throttle body), the flow divider and the nozzles. About all that can be done in the field on these systems is to clean or change filters and the inspection and cleaning or replacing nozzles.

Automotive fuel injection systems may be more sophisticated, but the most important thing on an aircraft is reliability.

I'm sure there are other systems out there that I have forgotten. If there is something specific, I would be glad to try and answer any questions. - Jim Montague

(Jim Montague can be reached by wiping the grease off your hands first and then typing Swift31B@aol.com)

President's Column

by Dale Rupp



I spent the weekend of March 16th 16 hours sitting in a classroom for a FIRC. That stands for Flight Instructor Re-Currency that all CFIs have to attend every two years in order to keep their license current. One of the major subjects was TFRs and what to do about them. I found out that if you are in a TFR, one our F-16s could intercept you and force you to land at the nearest airport. The worst part is you could lose your license for 240 days. This last part got my attention.

I have not spent a lot of time following this subject because when I fly our L2-B at 66 knots, I have no trouble staying away from Prairie Island Nuclear Power Plant. That's a long cross-country for it. The 240 days told me that I should pay more attention to the TFRs, so I did the modern thing and got on the Internet; in this case the EAA Web site, <http://www.eaa.com> and then clicked to the Flight Planning section.

They have a map that shows where all the TFRs are in the USA. None showed up for Minnesota or Wisconsin and I was under the impression that our nuclear power plants were on the TFR list. The Web site recommend that I call Princeton FSS, U.S. NOTAM Office or military coordinators to get the latest NOTAMS.

Princeton FCC sounded more friendly so I called them and listened to a recording telling me what not to do. After a while I talked to a real person and found that there are presently no TFRs around our nuclear power plants in Minnesota or Wisconsin. You can fly over one just as long as you don't circle or dive towards the plant.

Awhile back there was a flight of two that were flying over the Prairie Island Nuclear Power Plant when they make a diving turn

towards the plant and then keep on flying. The Prairie Island security was concerned so they reported it to Princeton FSS. FSS didn't know who they were, so nothing happened. I guess the F-16s couldn't get there fast enough to intercept them. The procedures to follow if you are intercepted is in AIM chapter 6 figure 6-2-16 and 6-2-17. Also if you have a radio, the L-2B doesn't, talk to them on 121.5

So what did I learn from all this? First: always give Princeton FSS a call if you are flying outside of the immediate area. TFRs can be posted at any time even for such things as blasting in the open pit mines on the Iron Range and open air sporting events. Second: our flying world is not falling apart, we just need to use some common sense and keep up with the current rules. Remember don't loiter near or over Nuclear Power Plants or large outdoors gatherings of people.

Every year for as long as I can remember chapter 54 has provided the first Weekend Work Party at Oshkosh. This year it will be on the 4th and 5th of May. Depending on the weather we build all sorts of things and even mow grass. South Maintenance people assign us the jobs. We sleep in the Bunkhouse and they feed us at the Volunteer Kitchen. If you have only been to Oshkosh during the convention you will find this gives you a much different perspective of the EAA and besides we have a lot of fun. Let me know if you want to participate by calling me at 651 653 1054 or e-mail at DaleRupp@email.msn.com. See you at the April Meeting.

Classifieds

ACROSPORT II project, no engine, nearly ready for cover. Steel work done and primed. Wings nearly done and varnished. New aluminum spring gear, flying wires, tank, rod ends and bearings, etc, etc. On Lake Elmo airport. Jim Lund, 651-430-0366, jwlund@isd.net.

For Sale: Two Bendix mags for sale, for a six cylinder. Gary Miller (651) 774-0456

For Sale: I still have a certified 8 inch Pneumatic Maule Tailwheel for sale for \$75. Tom Marson 715 386 3448.

Young Eagles

Young Eagles will be flying on April 27th Saturday at the Club House. I will need 4 planes and pilots and at least 2 for ground help,. There will be 15 (I hope) kids. I will be flying myself so 3 more planes will do. You can e-mail me or call. I will be gone from April 3rd through April 13th on vacation and won't be attending the next meeting. Thanks, Al K

(TECHNICAL COUNSELOR REPORT Continued from page 3)

Look's like he's good to go. The Sport-pilot proposal seems like a made-to-order deal.



The guest room, with a special guest.

You can visit with Dick almost any Saturday. He likes to come to the weekly open house Chapter visits and you'll be able to see him there on other days this summer helping out with

the finishing details for the remodeling project.

Bill Schanks can be reached at frbilly@earthlink.net

From the Editor

Back home

One of the things I've always been warned about by experts in homebuilding is: "don't forget to keep flying." With these projects demanding a tremendous amount of our time and money, and our families and workplace demanding an equal measure, it's easy to stop heading to the airport and going flying; especially if you're a renter, as I am.

Last week - Tuesday, oddly enough - I took 2 1/2 hours off from work, and went flying... for the first time in 9 months. It was tough working on the RV7A project not knowing for sure whether I'd ever get to fly it, whether I'd ever get to fly anything, ever again. But the FAA, my doc, my cardiologists all came through and my medical certificate was restored in February. Declining to do the old preflight in 10 degree weather, I waited until things warmed up a bit.

It was immediately obvious to me how valuable homebuilding is for pilots and how right the FAA was to allow it under the assumption that it's education. Up until now, I figured, 'yeah, education...sheet metal work....cursing...check writing and bureaucracy 101.'" Now, I don't know if this has happened to you, but it amazed me how thorough and how much better my preflight was thanks to what I've already learned so far on the 7A.

Back Home (continued)

"aha! the folks that built this old steed didn't know how to rivet either!" Alas, they were all perfect). I look at the skin for signs of corrosion, and warping. I stuck my head in the engine compartment farther than ever before....("hey check out the new mags!") etc. All in all, it seemed to me, I was much more knowledgeable about how these things are put together, much more knowledgeable about what to look for, and - as a result - a safer pilot launching on this particular day.

The flight with a CFI was pretty much what you'd expect. I was surprised the rust wasn't as thick as I thought. But there was plenty on the controller. This particular airport - Flying Cloud - has parallel East-West runways and a single North-South. I swear what I'm about to tell you is true. I swear. First this disclaimer: I love the controllers at this field. I love everything about this airfield. But on this day, well, gee.

As I'm taxiing to the runup for takeoff on 18, two were landing on the parallel 09. A plane taxied across the intersection having landed on 36 (did I mention the wind was calm) and up to my end of 18 where he proceeded to exit, turn, and enter the runup area on the other side, beside another company plane that was #2 for takeoff (behind me). After the two landed, she directed a plane to land on 36...forcing another plane on 9R to go around in a right-hand pattern. That killed it for us because if you do a go around on 9R, you're going to cross right into the path of departing traffic on 18. Well, at least I'm proficient in my hold-short readback, I thought.

So there we sat...and sat....another go 'round on 9L (a Murphy Rebel, I think. I like those ships), another landing on 36 (the guy still had the skis on). There even might've been a landing on 27 (though I doubt it). At one point, the nose of my plane (a Warrior) was facing the nose of another plane on the other side of 18...and the nose of a plane heading at the end of 36, unable to turn off to the taxiway.

And then I heard the dreaded announcement: "37Victor, position and hold 18." Now I've never been a big fan of sitting blind at the end of a runway, but this was sitting blind on the end of a runway with all sorts of unexplained chaos going on around the patch. Fortunately, it was a different voice. Controller B (the new one), it seems to me, probably came back from break and spit his coffee as he looked out the tower and saw what could only be described as Rube Goldbergian mishmash of taxiing planes, go' rounds, landings and an occasional takeoff.

Everything after that (we were, obviously, cleared shortly after) went well. I love stalls...some landings on a rural patch were OK, a soft-field takeoff wasn't so hot 'because I couldn't get that nose down far enough to stay

(Continued on page 7)

Minutes of March meeting

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Alas, the meeting minutes for March. <Sigh> I am typing this in Minnesota, not Maryland. Great weather here, great weather there, cumulo crappo in between.

March 11th EAA Chapter 43 business meeting called to order at 7:30 p.m. Minutes and treasurer's report from the February meeting accepted as published in the newsletter.

Two visitors were introduced (whose names missed the secretary's pen). Paul Liedl gave the treasurer's report.

Dale Rupp called Brenda Anderson at EAA headquarters wishing to reserve our weekend for the work party. They have not started to take reservations, but considering the chapter has went on the same weekend for many years, no problems were foreseen with date. The tentative date is May 4th and 5th.

Marlon Gunderson asked for error corrections for the plaque that will be displayed in the chapter building. The exact content of the plaque was published in the March newsletter.

Gary Miller is working on a memorial plaque for Gerry Sarracco. He is working with Harriet Sarracco.

The Friday after the March meeting and every meeting is a Pot Luck dinner. It starts at about 6 p.m. at the chapter building. The Friday, February 15th dinner showed an attendance of 12 people.

Paul Liedl reminds the chapter that there are chapter decals available for automobiles, airplanes, toolboxes, etc. They are selling for 3 for \$5. There are also chapter patches of the same logo, but the price wasn't immediately known.

EAA Headquarters sent a notice that they have been given a great deal on embroidered caps. If a chapter orders

48 caps, they are \$4.99 each. The logo on the caps can be customized with the chapter number or name. Dale Rupp asked for a show of hands to see who was interested. About 1/3 of the members present raised their hands.

Art Edlund announced the next Flying Start day on April 20th. He put out the call for someone in the Woodbury area to help distribute posters in that area.

Bob Collins is working on adding Gerry Sarracco's name to the memorial wall at EAA Headquarters. The money has been sent.

Dale Rupp recalled the idea of having an educational endowment fund, and was curious what was involved in doing that.

Tim Reberg, events chairman, reported that Tuesday, May 14th will be our annual banquet. Despite being on a Tuesday, this will also serve as our monthly business meeting. The banquet will start at 6 p.m. Our guest speaker will be a Canadian bush pilot.

Dave Fiebiger, housing chairman, put out the call for someone who knows someone in the shingle business. The chapter building is in need of a new roof and would like to get a good price on the materials. The building is 28 ft x 35 ft with a shallow roof pitch. Also, 2 card tables would be nice for various functions such as the pot luck dinners. The chapter is also looking for donations of books and videos for the chapter library. Dale Rupp donated 3 videos at the meeting. One on RV aircraft construction, another on the Stits covering process and a series on instrument flying.

Al Kupferschmidt reported on Young Eagles. We have received last year's Young Eagles credits, totaling 151 credits, to be used to send a young one to an EAA Air Academy camp.

Dave Fiebiger, Paul Liedl and Al Kupferschmidt flew a few Young Eagles on Monday, March 4th.

(If you want "just the facts, ma'am," you can reach Nick Stolley at AIRPLANEIT@aol.com)

FROM THE EDITOR (Continued from page 6)

in ground effect ("get it down there...get it down there," my instructor said as I filled the windshield up with pavement.

Emergency procedures went well (the folks on I-94 will have to excuse me as I drove to work today, changing tanks, checking the prime, key, master, mix full rich, fuel pressure check, 121.5 on the radio, 7700 on the transponder, pitch to 73 knots - or at least appearing to in my "cockpit" - the 2001 Chevy Cavalier, the official vehicle of poor pilots). If you lose an engine over Minnesota, don't sweat it...just point it down, you're going to land in a farm field...although at this time of the year, we're the "Land of 10,000 emergency runways."

As we headed back in, a bald eagle (increasing in numbers around here) flew about 500 feet below me, East to West, in a manner that suggested he - or she - had intentions. We were at 5,000, and I wondered how it is she navigates. She obviously knew where she was going and how to get there. I thought about that as I struggled to pick out the airport amid the concoction of white and brown off in the haze. All in all, a good day, a good homecoming, and good inspiration. It was nice to be home. If only I could land in crosswinds.

(When he's not applying not enough aileron and not enough rudder, Bob Collins can be reached at bcollins@visi.com)



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News and Notes

New Members - Join me in welcoming our newest members to EAA Chapter 54. Joan Hickey, who now lives in Chillicothe, MO. joined the chapter and hopes to be able to attend a meeting this summer. Joan's late husband, Jack, was featured in the March edition of our newsletter. Also joining at the last meeting is Brian Huberty. Brian is a private pilot who owns a 1946 J3 Cub. And we welcome David Stoen, from Mahtomedi and flies a Quicksilver Sport 2S. -Paul L.

Guess the airplane - Last month's answer: a computer generated model from velocity parts. Bill Schanks was the first to email me and was close when he said it was a Velocity. Actually the airplane does not exist, except on the computer screen.



This month's airplane is shown above. This time, you LOSE points if you don't get it.

RV Forum - The Minnesota wing of Van's Air Force is sponsoring an RV-Forum at ANE on May 4, 2002 (a Saturday), 8 a.m. - 5 p.m. The guest speaker is Norm Peterson from EAA. Among the forum leaders are: Paul Irlbeck, George and Becki Orndorff, Tom Irlbeck, and Jim Younkin For more information:

<http://www.pressenter.com/~dougweil/mnwing/default.htm>

Eight Annual Twin Cities RV Forum

Golden Wings Museum, Anoka County Airport, Blaine, MN

Saturday, May 4, 2002 – 8:00 am to 5 pm. Evening banquet, 7:00 pm

Website: <http://www.pressenter.com/~dougweil/RVforum/>



May 2002 is shaping up to be an exciting time for the Twin Cities RV Forum. Late last year, it was decided that we had outgrown the Red Wing, MN location and we have secured a new venue for our annual gathering of RV builders, pilots and hopefuls. Our new location will be the **Golden Wings Aviation Museum** at Anoka County Airport, just north of Minneapolis. This 45,000 square foot museum will provide us much more room and an improved layout to allow a more focused speaking area. As a backdrop, the Golden Wings Museum houses the personal antique aircraft collection of Greg Herrick. This is a truly unique location and we are excited to be able to utilize this first class facility for our **Eight Annual Twin Cities RV Forum**.

The RV Forum is sponsored by the Minnesota Wing and Van's Aircraft. This year we welcome several new corporate sponsors which have made this move possible. The RV Forum will again present a day of RV expert speakers, vendors, product information, door prizes, and our usual array of beautiful RV aircraft for your inspection.

Van's Aircraft will be in attendance with all the latest information from the factory. An especially hot topic this year will be the development of the new 4-place RV-10. The Forum will provide you with a unique opportunity to learn all about this new design straight from the source. The increased space at the Golden Wings Museum will allow a much larger array of RVs to be on display in the comfort of this beautiful hangar.

Again this year: Wives' Program and "Wife Rides" Becki Orndorff will be again be hosting a special presentation for wives (and significant others). Last year this was one of our most successful topics. Becki invites any and all "RV Wives" to join her in a discussion to clear the air about this RV buildin' stuff. And she'll put this whole RV thing into perspective from a spouse's point of view. Last year we faced some inclement weather which prevented our "Wife Ride" program. But we are going to try again, so, weather permitting, we plan to organize a short and simple intro ride for each wife who has never flown in an RV. ***Thus, consider this a special invitation for wives to attend and enjoy the RV Forum.!!***

The tentative **Forum Schedule** is:

8:00 - 8:45	Registration - sign in, get settled, socialize with coffee, juice, donuts and other goodies.
8:45 - 9:00	Welcome and introduction.
9:00 - noon	Forum speakers.
10:00 am	Wives Program and "Wife Rides"
Noon - 1:00	Noon break with door prizes
1:00 - 3:00	Forum speakers.
3:00 - 5:00	Van's Aircraft Presentation
6:00 - ??	Evening banquet at the hangar (cash bar at 6:00 pm with dinner at 7:00 pm)

Our roster of RV Forum speakers include:

- * **Paul Irlbeck:** Think you might like to build an RV? Paul will clue you in!
- * **George Orndorff:** An RV Forum regular.... RV video star, full time professional RV builder.
- * **Becki Orndorff:** wives' program coordinator and RV Pilot
- * **Tom Irlbeck:** Former Top Gun instructor, airline pilot, and RV-8 builder discusses RV flying techniques
- * **Jim Younkin** Master aircraft restorer and autopilot pioneer discussing TruTrack autopilots for RVs

PLUS...

- * **Vendors & RV-related product information** - displays, brochures, information.
- * **Completed RVs on display** - talk to builders, check out the workmanship, get inspired!
- * **Door Prizes** – We'll be giving away goodies generously donated by our sponsors and a **special Grand Prize!**
- * **Mini Fly-Market** - Got some tools, parts, and whatever you'd like to peddle. Free display space available.
- * **For Sale/Wanted Bulletin Board** - Post your items for sale or wanted.

Once again this year!!... The RV Forum "Discount Desk" – Bring your list of goodies. **Avery Tool, Cleaveland Tool, Wick's Aircraft, and Aircraft Spruce, plus others** will be offering discounts on RV tools and aircraft supplies on credit card orders faxed from Forum. Call the Visa folks and up that credit limit today!!!

Evening banquet: Join us after the Forum for our evening banquet in the Golden Wings Museum. Social hour (cash bar) begins at 6:00 pm with dinner at 7 pm catered by Bordertown Catering of Hudson, WI (they are good!!). Our special guest speaker will be **Norm Petersen, one of the EAA's most celebrated speakers**. Norm brings a unique perspective to his many years in sport aviation.

Fly-ins (airport id: KANE): With unlimited ramp space, we can accommodate just about every RV in the known universe. Get out the concours wax and Q-tips and vie for our **People's Choice Award for Best RV**. Of course, all other makes and models are cordially invited as well (advise us if you need hotel transportation).

Accommodations: Several hotels are nearby. A block of rooms has been reserved (May 3 and 4) at the Super 8 in Blaine two miles from the airport. To reserve one of these rooms, contact Doug Weiler at (dougweil@pressenter), or 715-386-1239. Special rates are \$62.10 plus tax. Other local hotels are:

- Fairfield Inn** (651-636-7869), I-694 and Lexington Ave.
- Hampton Inn** (651-482-0402), I-694 and Lexington Ave.

For additional help in accommodations, hotel transportation or rental cars , call Jim Lenzmeier at 651-633-8488.

Advanced registration is very helpful. If you prepay, we'll have your tickets available at the door to help speed up the registration process (refundable, if you can't attend). Questions?? Please call or email Jim at **651-633-8488 (jlenzmer@pressenter.com)** or **Alex Peterson at 763-494-8443 (alexpeter@usjet.net.)** Latest details on the RV Forum website and you can also pre-register here via the Internet:

<http://www.pressenter.com/~dougweil/RVforum/>

Pre- Registration - 8th Annual Twin Cities RV Builder's Forum
Saturday, May 4,2002

Please print:

Name: _____
 Address: _____
 City, State, Zip: _____
 Phone: _____

Forum admission (includes morning coffee, juice, donuts). Lunch items available for purchase.

- \$25** first family member
- \$ 5** each additional family member (adult or child)
- \$15** per airplane fly-in for RV pilots and passengers

Forum attendees: 1st family member: _____ Additional family members: _____
 Yes, I plan to fly my RV. _____ (RV-3,4,6,6A,8)

Note: Admission tickets for those pre-registering will be available at the door.

Evening banquet buffet reservations (6pm cash bar, dinner 7pm): \$18 each includes entree, salad, potato, beverage, and dessert. Indicate number of each menu choice (vegetarian and special menu needs also available, please advise):

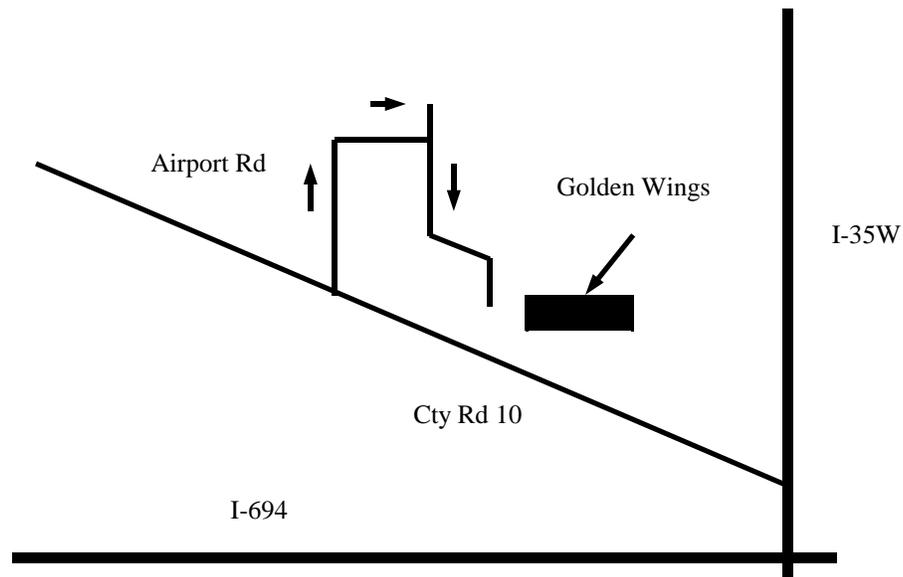
- _____ Bourbon-Molasses Pork Loin
- _____ Montreal Peppered Chicken Breast

Mail to:
Jim Lenzmeier
65 15th Ave SW
New Brighton, MN 55112

Prepayment optional (checks to "Jim Lenzmeier, Treasurer)

Directions to the Twin Cities RV Forum

Questions? Call Doug Weiler 715-386-1239 (cell phone day of Forum: **651-398-1184**), Jim Lenzmeier at 651-633-8488



The RV Forum and the Golden Wings Museum is located at the south end of Anoka County Airport in Blaine, MN. From the Twin Cities: Go north on I-35W and exit at Hwy 10 going northwest. Exit at the Airport Rd. to Jane's Field. Drive up to the gate (it will open). Continue east to the stop sign. Turn right, go south, bare left and then around to the right. Signs will be postyed. If you have questions or are **LOST**, call Doug Weiler's cell phone at **651-398-1184** or the museum phone at **763-786-5004**

Minnesota Wing - Van's AirForce
65 15th Ave. SW
New Brighton, MN 55112-3454

First Class

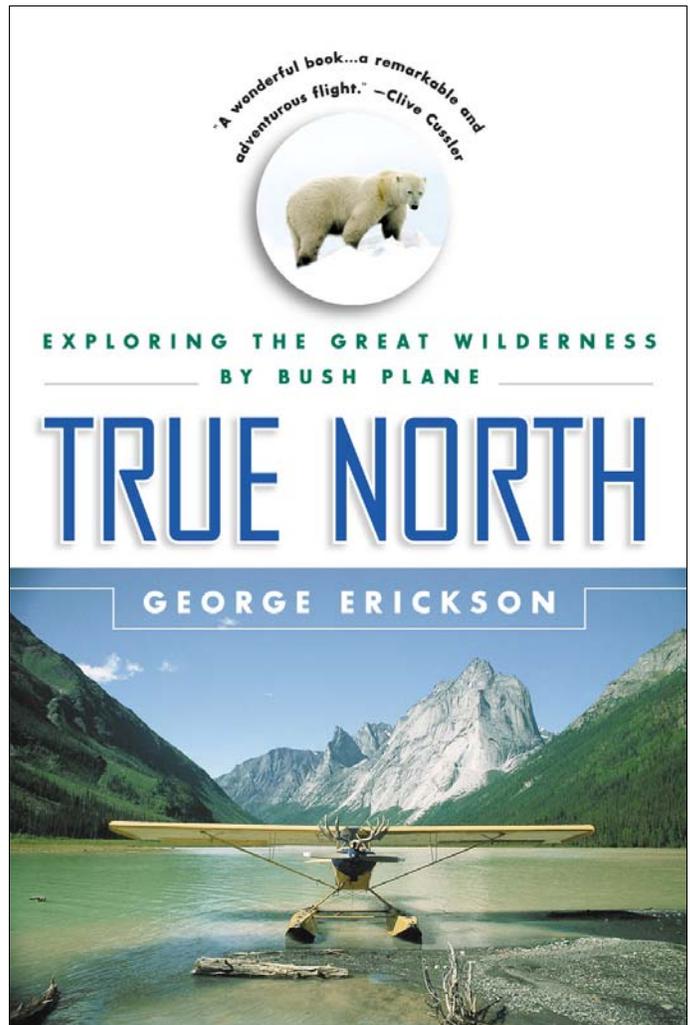
EAA Chapter 25
is proud to present
An evening with
George Erickson

author of the
Canadian bestseller

True North

Washburn Sr. High
School Auditorium *

Wednesday, April 17 at 7:00 pm



"...Landing on unexplored lakes and rivers to set up camp, the author eats off the land, struggles with bad weather, dodges forest fires, and takes the reader to a land of stunning landscapes where he mingles with polar bears, killer whales, musk oxen, and caribou. Before almost losing his life twice, he searches the tundra for clues to the disappearance of a long-missing priest, and, at the edge of the Arctic Sea, measures the earth like the ancient Greek philosopher Eratosthenes..."

George is winner of the MN Aviation Hall of Fame 2001 award for
"Best Aviation writing by a Minnesotan"

*Washburn Sr. High School is located on 50th St. 2 blocks west of Nicollet Ave. in south Minneapolis. Enter Door #4 (north) or Door #9 (south).

Public is welcome, suggested donation: adults \$2, students free.
Signed copies of True North will be available for purchase.