

# EAA Chapter 54

## NEWS

Speed Holman Chapter

Volume 41, Issue 1

### JANUARY MEETING

DATE: 1-12-98  
TIME: 7:30 P.M.

Come any time after  
6:45 p.m. for coffee and  
conversation.

LOCATION: Christ  
Lutheran Church, Lake  
Elmo, MN.

#### PROGRAM:

Mark Davidson will speak on  
the 934 Airlift Wing and its  
mission. Who, what, why,  
where, how and when.

### Note loca- tion change

The church is located  
on Laverne St. Laverne  
goes south from Hwy 5,  
between Leslie's Carpet  
Store and Twin Points.  
The parking lot is on the  
north side of the building,  
as is the entry door.  
There will be signs and  
chapter members direct-  
ing traffic inside the  
building.

### DECEMBER MEETING

Guests and visitors at the  
December meeting were:  
Lee Weston, Betty Isaacs,  
Jesse Black, Nick Stolley  
and Mitchell Kilian, MAC  
Asst. Mgr of Tenant Rela-  
tions.

Welcome to all.

Meeting opened at 7:35 p.m.,  
getting better.

Reports -- Secretary reported  
that minutes as recapped in news-  
letter were correct, no additions.  
Treasurer reported balance of  
\$1,170.00 in operating funds and  
\$835.75 in building fund. Check  
for Early Childhood Center has  
been delivered. \$40.00 check  
forwarded to Oshkosh along with  
required insurance forms.

Directors made brief comments  
or reports based on needs. Jim  
Anderson was thanked by the  
members for furnishing coffee,  
apple cider and cookies. This is a  
program that Jim, and others,  
hope will continue. Any volun-  
teers to assist with this please call  
Jim. Jim, as director overseeing  
membership reminded members  
that growth is everyone's responsi-  
bility. Bill Steier requested input  
from members for future program  
topics. Bill, also, would welcome  
volunteers to work on this valu-  
able committee. (Bill commented  
about meeting a Breezy pilot at  
Blue Earth. Turned out to be  
Gene Franks old Breezy. Current  
owner touring the U.S.

DEC. MEETING Continued on page 3

# DUES

Dues time. Are your dues  
current. Numerous members turned  
in their dues payment and member  
information form at the December  
meeting. John Thomas, Treasurer,  
updated the information during the  
meeting and turned over a new disk  
with updated information to your  
editor. This sure helps. The next  
step is to get the Membership  
Committee worked into the flow.  
Little by little we are getting orga-  
nized.

1998

## Calendar Sales

There are still some 1998  
calendar's available. Contact Jerry  
at the meetings or call him at  
429-1049 and place your order  
today.

Price	
Members	\$ 9.00
Non-members	10.00
Envelopes	.50

Jerry has the inventory at his  
hanger. Stop him anytime he is  
around the airport to purchase your  
calendar(s).

Currently there are some  
left. Buy, sell, lets move  
whats left.

# YOUNG EAGLES

Al Kupferschmidt, Vice President and 1997 Young Eagles coordinator reports the following

PILOTS	#
Jerry Sarracco	11
David Fiebiger	7
Dale Rupp	7*
Gary Miller	10
Al Kupferschmidt	19
John Cahoon	2
Scott Emkovik	1
Gene Frank	3
Jeff Hanson	3
Dennis Hoffman	4
Carl Petersen **	1
Bill Stieir	5
Bob Waldron	3
Doug Weiler**	3
TOTAL	79

\*\* Not members of 54 but participated in program.

\* Dale flew 300+ additional Eagles at Pioneer Field, Oshkosh.

Not bad gang, but, we could do better. Anyone want to come up with a goal for 98.

Those members not participating, including your President, need to get with it.

## Annual Banquet

Greg Bauer, Chair is well along with the planning. Date is March 9, 1998, regular meeting night, at Mancini's. Greg has arranged for a larger room for the banquet. Sherm Bohn has agreed to speak to the crowd.

## "Little Bird"

Little Bird is the unofficial name for the 150G owned by chapter newsletter editor and pres. Dick Wicklund. When it first arrived at Lake Elmo it had the unofficial name of DD Bird, for reason that may become apparent later.

As with most aircraft it has traveled a bit since birth. Little Bird took it first breath of air as a actual running aircraft on 7-1-66. This consisted of a 1.25 hr. test flight. On 8-6-66 it was signed off by W. L. Wadley, Executive Engineer for Cessna.

By 11-15-66 it was ready for its first 100 hr. physical. These first hours were under the owner ship of Aircraft & Airport Services, Inc., Ft. Worth, TX. Obviously teaching students how to treat an aircraft.

On 4-13-67 ownership transferred to Hurst Motor Co, Hurst, TX. Do you suppose it was their corporate airplane. On 10-20-67 Little Bird moved to Aero Enterprises, Inc, back at Ft. Worth where again it is presumed students learned how to comply with the desires of a airplane. This position continued until 8-20-69 when Christman Aircraft Sales obtained title. six days later 15064569 moved north, all the way to Superior WI as the property of Twin Ports Flying Service, Inc. who remained owner until 4-30-71. On that

On that date Little Bird became the property of Paul Pedersen, Banks Ave., Superior, WI. Paul sold to Jean Carlson just over one year later on 5-31-72. In turn on 6-18-73 Jean sold to Richard Rehl.

Richard retained ownership until 9-23-80 when Dennis Gehring and Dick Wicklund became owners. Thus the unofficial name of DD Bird, hung on 15064569 by the brother-in-law of Dennis. By 4-27-83 Dennis had decided he would much rather fly a Swift. Or was it that he had seen how Dick flew and decided he would rather not be involved.

During all these years just what has Little Bird experienced. Someone, or the wind, did not do what should have been done to this young bird, for in Aug. '67 both ailerons and both flaps had to be replaced along with the vertical fin, rudder and horizontal stab. and elevators. A bit more than hanger rash, it would appear. By 1-5-69 a major overhaul required at 1,325 hrs. so an engine switch took place Oct. 70 it was top time at 2,254 hrs. On 9-13-81 it was discovered that various rocker arms were incorrectly installed. This was discovered by Jim Resse, who many will remember. May of 1990 Little Bird received another major. TT on engine by now was 3,340 hrs.

Not an exciting life, never found in a barn. Just a young life of putting up with students and in its old age not getting enough exercise.

One of these days Little Bird is going to return to Bong field to see the changes since it left. Hopefully it will be on a Saturday to have breakfast with the local pilots. Who knows, perhaps some of the above named previous owners will be at the breakfast.



## EAA CHAPTER 54

Published monthly by Chapter 54 of the Experimental Aircraft Association (EAA) for the use, education and enjoyment of chapter members and others to whom it is provided. No claim is made for the accuracy of materials presented. Editorial content is the opinion of the contributor and does not necessarily reflect the policies of Chapter 54 nor the EAA.

Submissions for publication are encouraged and should be sent to:

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White Bear Lake, MN  
55110-5577

Permission for other EAA Chapters to use portions of the publication is granted as long as credit is acknowledged. Chapter 54 meets the second Monday of each month at Christ Lutheran Church, Lake Elmo, MN (Temp.)

Dues are \$20.00 per yr. for Regular membership. Contact the chapter for other classifications.

### Officers

President - Dick Wicklund	777-9142
Vice Pres - Al Kupferschmid	777-9257
Secretary - Rosemary Frank	451-8187
Treasurer - John Thomas	430-1684
Past Pres - Dale Rupp	653-1054

### Directors

#### Class II

Jim Anderson - Membership	433-3024
Scott Emkovič - Social	430-9357
Bill Steier - Program	456-0430

#### Class III

Steve Ogborn - Housing	439-6956
Tom Marson - Education	(715)386-3448
Gene Frank - Publicity & Prom	451-8187

### Newsletter Editor

Dick Wicklund 777-9142  
e-mail: [rwickl@juno.com](mailto:rwickl@juno.com)

### Young Eagles Co-Ord.

Al Kupferschmid 777-9257  
Assistant - Craig Young (715)381-2655

### Flight Advisors

Dale Rupp 653-1054  
Bill Schanks 645-2420

### Tech. Counselor

Bill Schanks 645-2420

### Program Coordinator

Bill Steier 456-0430

## DECEMBER MEETING

Continued from page 1

Scott Emkovič, was absent as was Tom Marson. Directors have contacted members regarding volunteering to serve on various committees. Response of members to needs was less than encouraging. Each director has their area to oversee. Committees need members and leaders. Reconsider, and VOLUNTEER to be involved in 1998 which will be a busy year for Chapter 54.

Old Business -- Jerry Sarracco reported that there are many 98 calendars left to sell. (Numerous calendars sold during meeting.) Rosemary also sold some chapter patches during meeting.

### PROGRAM

Bill Schanks, Tech. Counselor headed a panel of two experts, Dale Rupp and Jim Lund, in a open discussion on types of aircraft fabrics. The pros and cons of each type were discussed. The painting differences also were discussed.

Meeting adjourned at 9:00 p.m.

Members stayed around for additional discussion until about 10:00 p.m. A few diehards then went to Bakers Square for coffee, pie and further story time.

Attendance at the December meeting was 27. Down slightly from November but still a good showing. Those members that were not there missed a good program.

## ARTICLES FOR NEWSLETTER

Time to share the story of your airplane. Found in a barn. Flown by. Experiences rebuilding it. Airplanes you have flown in the past. Even your just plain plane. As the "Little Bird" article indicates. Each airplane has a unique story to tell. Its in the logs.

**SHARE YOUR EXPERIENCES WITH FELLOW MEMBERS.** Contact the editor **soon.**

*The key question to time  
management is,  
What is the most valuable  
use of my time right now?*

## PLACES TO EAT

Some members have requested suggestions of flying destinations with food on or near the airport.

A few near by, more or less, airports with food on or close to the airport are

Belknap South Restaurant Superior Bong Airport, Superior Wisconsin (715)394-3313. Tom Betts, Editor for Chapter 272 Duluth, MN called and said that on Saturday mornings at 9:00 there is a gathering of pilots at Belknap South. Usually about 25 or so from around the area. He extends an invitation for interested pilots to fly up and join the group.

Voyager Village, Wisconsin

Eau Claire, Wisconsin

Princeton, Minnesota. About a 2 block walk.

La Crosse, Wisconsin. Rumor has it that this airport restaurant is again open. No guarantee.

St. Paul Holman Airport. Terminal restaurant is now open Saturday mornings. Good food.

Siren, Wisconsin. Park at south end of 31 - 13 runway. Walk about 1 block south along highway. Restaurant on right side.

Thanks to Tom Betts for calling regarding the informal breakfast on Saturdays at Bong field.

Anyone else have suggestions for breakfast flights. Looking for airports with restaurants preferable on the airport, or within a one block walk. Open Sunday mornings by 9:00 a.m. Within about a 125 mile radius of 21D.

## M e m b e r Accomplishments

Paul Anderson has added another rating to his list. Paul recently passed his check ride for twin engine aircraft. As I recall he has, of course, single engine land, instrument, twin, and probably float ratings. What about Commercial, Paul. Or is that also behind you.

Any other members added to their list.

## CALENDAR OF EVENTS

### 1998

#### JANUARY

7 EAA Chapter 54 Board Meeting, Jim Anderson's hanger, 25D Fairchild Lane.

8 MN Aviation History & Education Center annual meeting 4:30 pm. MN/DOT Aeronautics conference room 222 East Plato Blvd. St. Paul, MN.

10 SINGLE PILOT IFR FAA Proficiency Program. Hennepin Tech. College Auditorium. 8:30a.m. until about noon.

#### 12 CHAPTER 54 MEETING NIGHT

#### FEBRUARY

6-7-8 MN Sport Aviation Conference & Flight Expo. Mpls Convention Center.

6-7-8 CASA GRANDE, AZ - 40th Annual AAA Cactus Fly-In. 602/891-6012. (Look for your editor at this one.)

#### 9 CHAPTER 54 MEETING NIGHT

#### MARCH

4 EAA Chapter 54 Board Meeting, Jim Anderson's hanger, 25D Fairchild Lane.

9 CHAPTER 54 MEETING NIGHT and Annual Banquet at Mancini's.

#### APRIL

13 CHAPTER 54 MEETING NIGHT

#### MAY

2 - 3 CHAPTER 54 ANNUAL WORK PARTY WEEKEND. (Tentative)

6 EAA Chapter 54 Board Meeting, Jim Anderson's hanger, 25D Fairchild Lane.

11 CHAPTER 54 MEETING NIGHT

CALENDAR continued on page 8

## Holman Hobo's Flying Club

The year was 1977 and EAA Chapter 54 members were grounded and building aircraft but they wanted more. They wanted an airplane to fly while they were building. Several meetings of interested parties were held at the St. Paul Downtown Airport.

January, 1978, a club was formed and it was to be called the Holman Hobo's Flying Club. EAA Chapter 54 member Bob Hilliard really helped inspire the group and got them organized. Bob never became a Holman Hobo member, but his behind the scene efforts were extremely beneficial and most helpful.

By-laws were written up.

Original members were:

Lee Alexander, Dick Becker, Dave Fiebigler, Gene Frank, Dave Glowartz, Chuck Larsen, Jerry Laundry, Jim Olson, Bill Schanks, Tom Zeller.

After checking out several aircraft, it was decided to purchase a Taylorcraft L-2, from a private party in Elk River, MN, for \$2,500. The Taylorcraft was brought "home" by Bill Schanks and EAA Chapter 54 members properly christened her "Elvira". (Elvira was the name of Speed Holman's wife.)

Elvira was flying! This aircraft, named Elvira, provided many warm and memorable flying hours for members. No one who flew her cannot look back without affection and enjoyable memories.

HOBO'S Continued page 5

## 40th

Rosemary Frank, Chair of this event reports planning is moving along. The committee will present their plan to the Board of Directors at the January board meeting.

It will be in June. It will be a BIG event. Rosemary knows no other way.

## 10th Annual Minnesota Sport Aviation Conference & Flight Expo!!

Date -- February 6, 7, 8, 1998

Location -- Mpls. Convention Center

Plans are completed. This will be another exciting event for the aviation community.

Chapter 54 President has a few \$2.00 discount coupons available. See him at the January meeting, if interested.

## FOR SALE

Grumman TR-2, 1974. TTAFE 1750. Tanis heater. Based at Lake Elmo Airport. Asking \$16,500. Contact Harry Lyons (612)777-2235.

## FOR RENT Hanger Space

T-hanger unit, Lake Elmo Airport. South side between Lema and Mike lanes. As of 12-26-97 one unit still available. Contact Bill Murphy, 430-9043.

There are pilots looking for hanger space to rent. Temporary or permanent. If you know of any such space contact the Chapter President or the President of the local pilots association.

## WANTED

Osprey II needs and engine, 032-E with dynafocal mounts. Grant Radinzel needs this for his recently purchased, damaged Osprey. He will purchase engine or owner can become partner in the aircraft.

Or Grant is willing to sell 1/2 interest in the Osprey for \$8,000.00.

Call Grant at 715/549-6314



# In Position & Holding

At 21D 1997 this radio announcement is heard more and more often.

There is a growing concern regarding use of this procedure on an uncontrolled field.

AOPA and FAA have expressed their concerns about, in position and holding procedure on uncontrolled airports.

Why would a pilot want to pull onto a runway, turn their back to incoming traffic, some of which might be noradio aircraft.

Why has this practice increased. Generally it seems that these pilots are from other airports, not based at 21D. Are they from tower controlled fields where the tower controller gives them this instruction, even there with a small aircraft why would a pilot want to take the active runway and hold with their vision of incoming traffic totally blocked. Putting a lot of faith in others, controllers and pilots.

Around the country there have been an increasing number of on airport accidents generated by this move. AOPA/ASF appears to have begun a promotion to have pilots discontinue the practice of "In position and hold".



## Membership

At the December meeting Jim Anderson, Director - Membership brought out a very good point. As reported in the minutes of the meeting, Jim indicated that growth is the responsibility of every member.

There currently are approximately 60 members in 54. Considering that about 12 of these members fly out of other local airports that leaves an estimated 48 from 21D.

Considering that there are in the neighborhood of 180 aircraft on the field with an average of what, 1.25 pilots per aircraft. That would give a total of 225 pilots. If these figures are close to correct only 21% belong to 54.

Of the remaining 79% how many even know that EAA Chapter 54 exists. To know might be embarrassing.

The next time you are talking to the hanger owner next to you, or the renter pilot invite them to a Chapter 54 meeting. Everyone will benefit from this experience. The invited person will get to know others based at 21D with the same type of aircraft, or interests. The invited person will bring experiences that will benefit the rest of us. PROMOTE 54

How Fast continued from page 5

Boarded aircraft and contacted ground for taxi instructions. Approved used taxi way -- to runway 12. Tower called with stop order, neglected to stop at hold line. Cleared onto runway, ups took 14 instead of 12. Tower approved use of 14 for departure.

Tower called aircraft, not receiving transponder altitude, darn, forget to switch beyond ON.

Now if only I could get this darn GPS to tell me where I was. If I attempt to switch might lose departure airport. Oh well.

Reported by anonymous

Sure is easy to forget the basics if you don't do it every day. How many of us have found our selves in this same situation.

Hobo's Continued from page 3

Elvira was flying! Members moved, dropped out. New members joined: Alton Burns, Cal Jansen, John Joyce, Gil Lieter, Phil Prokop, Dale Rupp, Norm Schweitz, Jim Tome.

Membership was \$200.00, dues were \$30.00 per year, aircraft rental \$6.25 per hour. How very, very affordable!

By 1982, Elvira was in need of a complete over hauling.

Gene and Rosemary Frank took her on her last flight to St. Cloud, after which she was grounded.

The Holman Hobo's Flying Club became dormant for several years.

EAA Chapter 54 and Holman Hobo's member Dale Rupp was looking for a project. What better project than Elvira!

Dale and Bill Schanks revitalized the Club and Elvira. Work began. Membership and interest was now at four members: Al Burns, Gil Lieter, Dale Rupp, Bill Schanks.

By-laws were up-dated, changed and revised. Bill Schanks became President. Dale Rupp, Secretary/Treasurer and Work Coordinator. For there was/is work, lots of work, in store to restore Elvira. As any one of these last four members will tell you, however, Elvira will be flying again! By Tuesday!

Thanks to Rosemary Frank for this article. Question that this brings up, just how did the Colt fit in.

For those of us newer members of 54 it helps explain many things.

If you have not had an opportunity to see the outstanding job being done on Elvira you are missing a lot.

## Minnesota Aviation History and Education Center

### MAHEC

The annual meeting of MAHEC will be held on Jan. 8, 1997 at 4:30 p.m. MN/DOT Department of Aeronautics conference room at 222 Plato Blvd., St. Paul, MN.

All individuals with an interest in the preservation of the heritage of aviation in Minnesota should be interested in this organization. While it is new to many it has been in existence for awhile.

Mark your calendars today and attend the meeting on January 8, 1998

### MAC

Due to pressure from the neighbors MAC has recently published a night flight ban. This VOLUNTARY ban is in effect from 11:00 p.m. until 6:00 a.m. daily.

As stated this is a voluntary ban issued to help us become better neighbors in the community.

Included is a airport plot map indicating suggested run up areas. For 13 - 31 and 3 it is the circle by the MAC building. For 21 it is just short of the runway.

The primary complaints still are the early morning departures of the Beech 18 aircraft.

## Planes of Fame

The news of the closing of this local museum, although not totally unexpected, is discouraging.

Local WWII aircraft lovers have lost a much enjoyed collection.

## How Fast Technology Can Pass You By

Recently overheard a pilot, who shall remain anonymous, talking about a recent flight of his.

Started off with aircraft battery dead, tanks low on fuel. After overcoming these inconveniences pointed nose of aircraft toward a controlled airport. Contacted tower, not receiving transponder, forgot to turn on, landed with no difficulty. Advised to contact ground on .7. Tuned to 122.7, no ground, oh yes 121.7. Reached terminal with out further difficulty.

CONTINUED page 6





CHAPTER 54  
2405 Elm Drive  
White Bear Lake, MN 55110-5577

Eugene Frank *Rosenberg*  
612 Eighth Ave S.  
South St. Paul MN 55075

**JUNE**

**13 International Young Eagles Day.**

**40TH ANNIVERSARY, CHAPTER 54.**

**JULY**

**1 EAA Chapter 54 Board Meeting, 25D  
Fairchild Lane. 7:30 pm.**

**13 Chapter 54 meeting.**

**29 - Aug 4 Convention time. Have you made  
arrangements for you vacation.**

-----  
**EAA Flight Testing Technique  
Courses for Homebuilders.**

The next course is scheduled for Feb. 4-6, 1998  
with the advanced course Feb. 9-11. For  
information or registration call toll free 8898-  
EAA-EAA9 (888-322-3229) or 920-426-6815. or  
e-mail [education@eaa.org](mailto:education@eaa.org).

**Looking for a volunteer  
position.**

Eaa Air Academy is expanding its  
programs. This has created need for  
additional staff. Primarily volunteer posi-  
tions. Youth Academy sessions throught  
out the summer offer opportunities for  
counselors, teachers and aviation crafts-  
men. Adult programs hold opportunities  
for experienced aviation craftsmen to in-  
struct during February.

For information package and applica-  
tion call toll free 1-888-EAA-EAA9. Indi-  
cate interest in a STAFF position in the  
Academy. Leave your name, number and  
complete address.