



# Chapter 54 NEWS

*Speed Holman Chapter*

April 2001

Volume 44, Issue 4

## April Gathering

will be held on

Date: 4/09/2001

Time 7:00 pm Social

7:30 pm Program

Location:

Christ Lutheran Church in Lake Elmo,

Topic: ????????

## President's Corner



Here it is the end of March and Winter's still with us. C'mon already! This cabin fever stuff is becoming epidemic. If it's not snowing, it's too cold. If sure curtails my kind of flying. (Open cockpit.) There are some signs of relief though. The taxi-ways all seem to be free of ice and snow, the ice wedge in front of my hangar is getting smaller and the temperature is averaging higher numbers. (Although still below average for this time of year). I think I did see some airplanes from Chapter 54 doing Young Eagle rides last Monday. That's got to be an encouraging sign. I was able to get some flying in with Cap'n Eddy in one of his 182's this week. That was helpful therapy for a cabin fever condition. First time I had flown a 182 in quite a few years. Really felt good and got the old juices flowing, in spite of a little rustiness. I'm pretty anxious to get started flying on a

regular basis again.

One other encouraging sign of a coming warmer season is the fact that I received a letter from EAA headquarters the other day inviting our Chapter to fill out an application for a Weekend Workparty event. I gave the application to Jerry Sarracco and he is in the process of organizing that very program. If you're interested in making the trip, please get in touch with Jerry. He is presently in Florida on a celebratory trip with his wife to note his recent second, and her first, retirement. (That is spelled celeBRATory, not celiBATory.) To those of you that are new to the Chapter, what a Weekend Workparty is, is a trip by a group of volunteers from Chapter 54 to the Oshkosh Mecca on the first weekend in May to help spruce up the site in preparation for the 2001 Airventure event. This is a very worthwhile, fun gathering of friends and fellow Chapter members, which is free, except for your transportation to and from Oshkosh. There is a bunkhouse available that will accommodate everyone and five meals will be provided for the group at the volunteer kitchen. It begins with breakfast on Saturday and ends with lunch on Sunday. There will be a guided Museum tour for the group, either through the main Museum or through the facilities at Pioneer Airport. This alone is worth the trip!

Chapter 54 has a history of making the trip that goes back to the early 70's. Our Chapter traditionally is the group that starts the workparty season off every year. After all, we are hardy Minnesotans and we all own chainsaws. We have had some real fun trips, including the one where we chartered a bus that broke down, and we were trapped on the bus outside Eau Claire, Wisconsin, the better part of the night. If you would like to be a part of this tradition, simply contact Jerry Sarracco and sign up. Hopefully we will have a sign up sheet to pass around at the April meeting. The dates for the Weekend Workparty trip are from Friday, the 4th of May through Sunday, the 6th. For Transportation, there will probably be a couple of guys with vans or mini-

vans who will be willing to share their space. What has happened in the past, most of the guys (these are old retired guys) like to leave on Friday. They generally meet for breakfast somewhere and head for Oshkosh right after, with a stop at the Norske-Nook for pie. (Incidentally, gals are welcome too.) Some of the working stiffs, who can't get Friday off, head out early Saturday morning. One other possibility is, if you have an airplane, you can fly there. They have an airport too. Some members of our Chapter have done that in the past and that, too, is a fun time. All in all, it's a great trip. I encourage everyone to check his or her calendar and try to slip this trip into your schedule. You will not regret it!

There will be a board meeting on Wednesday, April 4th at 7:00PM. The location is at Dennis Hoffman's hangar on Fairchild lane. The agenda has to do with our building situation. This is an important meeting, please try to attend. The general membership meeting will take place on Monday, April 9th. The time of the meeting is at 7:30 PM. The location is the Christ Lutheran Church of Lake Elmo. The last time I spoke with Nick Stolley, he still didn't have a speaker firmed up. His intention is to have Darryl Bolduc for the program. If he does, don't miss it. Darryl always does a good and interesting presentation as well as a very informative one.

There will also be a sign-up sheet for the annual banquet at the meeting. Banquet will take place at Mancini's Char House on May 14, check your schedules and try to make it. Norm Petersen, from headquarters, is the featured speaker, he always has an interesting presentation. Be prepared to sign the sheet and also bring your checkbook, we would like everyone to pay in advance. Tim Reberg, the Programs Chair, will be making announcements as the time grows closer. The cost of the banquet is \$20.00 per person and the choices are, I think, steak, chicken or fish.

----- Bill Schanks

## Congratulations Art Edlund!!!

Your Chapter has a new Newsletter Publisher. Art Edlund volunteered for the job. From now on, if you are pleased that you receive your Newsletter on time, and in good condition, tell Art "Thanks a lot".

If you think that your Newsletter was lost, and you remember paying your dues, contact Art at [aEdlund@HotMail.com](mailto:aEdlund@HotMail.com), or call him at 651-439-5912.

**EAA Chapter 54** is located at  
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Chapter 54 gathers at 7:30pm, on the Second Monday of each month, at an announced location (we lost our Chapter House during the storm).

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Visit our WEB site at [www.eaa54.org](http://www.eaa54.org)

## CALENDAR of EVENTS

### April 2001

8-14 Lakeland, Fl Sun 'n Fun EAA Fly-In

### May 2001

14 EAA Chapter 54 Spring Banquet. Location is

Mancini's Char House. The guest speaker is Norm Petersen from EAA Oshkosh.

### June 2001

24 Aitkin EAA Flyin 8:00 - 3:00

### August 2001

12 - EAA Chapter 54 Fly-in.

*Out and About continued:*

### Bill Schanks sent this:

The following message was posted to the mn.aviation newsgroup. Please forward it to any Minnesota pilots you may know.

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I am looking for input and advice from pilots in Minnesota. As far as I am aware there is no Minnesota pilots organization. In light of such activities as the impending closure (April 1) of two public airports, the proposed Class B airspace expansion at MSP, and the proliferation of broadcast towers it may be time to consider organizing a state pilots' organization.

I would not propose that such an organization try to duplicate efforts of such organizations as the AOPA and EAA but rather supplement the activities of these and similar organizations to provide a more effective representation of aviation issues on the state and local level. I believe we need a statewide organization of pilots and local pilots groups to network and share information on issues that affect all of us in this state.

The national organizations do an excellent job at the federal level and are helpful on some local issues when and if they are notified in time. However, a state organization through its membership should be able to better track local actions and mobilize its membership to lend public support where needed. As an organization, Minnesota pilots could help educate opinion leaders, exchange ideas on strengthening local airports in their community, rally support to defend local airports against possible negative action, as well as track legislation on the state level and advocate on behalf of the interests of Minnesota pilots.

All pilots need to remember that a loss of any airport anywhere in the state, let alone the nation, diminishes the utility of flying. Every pilot should realize that we all belong to a national and state system of airports. Even those

## Out and About

### This from Gene Frank:

When flying to Flemming field, if you are going to enter an UPWIND for runway 34, enter the pattern SOUTH of the REFINERY. This will help keep you out of harm's way.

### This from Al Kupferschmidt:

Chapter 54 flew 233 Young Eagles last year. Thanks guys.

### Heard from Dave Holmes:

Mention that I am looking for a partner in my 1955 PA-22/20 150. holmes@qec.com, (651)653-9365, 106 Dylan Court, Mahtomedi, MN 55115

pilots who only use a handful of airports have a strong interest in maintaining the current system of airports in the state and on the national level. As the utility of general aviation diminishes along with the public perception of its usefulness, the tougher time local pilots will have making a case for their local airport should the need ever arise. I realize this may sound a bit melodramatic, but as a very small segment of the population, pilots need to be proactive in promoting the interest of aviation. We need to continue to advocate the positive social and economic impact that aviation has on the local, state, and national level and help dispel the mistaken view that general aviation is nothing more than a hobby for rich people who use the locally supported airport as their private playground at no benefit to the community

I for one would like to see the creation of an organization of Minnesota pilots to represent the nearly 16,000 pilots in the state and to provide guidance and leadership to individual pilots and local pilots groups. I look forward to any comments or input you may wish to offer.

Dan Hoehn  
[dan.hoehn@senate.leg.state.mn.us](mailto:dan.hoehn@senate.leg.state.mn.us)

## Treasurer's Report: 3/27/2001

Building Fund	\$2,767.45
Operations	\$8,104.15
Cash	\$ 25.00

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Total	\$10,896.60
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Not much activity this month, four renewals.

We are in danger of having to pay income tax. As a non-profit corporation, we can have a 'normal' income of up to \$5,000 without filing. This means \$15,000 over the past three years. This year we will likely exceed the \$15,000 in three years rule. It would behoove us to become recognized by the Federal IRS as non taxable corporation under section 501(c)(3). This would cause us to file a form each year, but we would not have to pay income tax.

## Brake Master Cylinders

If your new project needs brakes, or your old project needs new brakes, Charley Hoover is selling a pair of 10-20 Master Cylinders (non-reservoir type) for \$80.00 each.

## Thoughts in passing:

The easiest way to save face, is to keep the lower part of it closed.

May your life be like a snowflake, leave your mark but not a stain.

I can please only one person per day. Today is not your day. Tomorrow isn't looking too good either.

Accept that some days you are the pigeon, and some days you are the statue.

If you have food in the refrigerator, clothes on your back, a roof overhead and a place to sleep ... you are richer than 75% of this world.

If you have money in the bank, in your wallet, and some spare change in a dish someplace ... you are among the top 10% of the worlds wealthy.

During taxi, the crew of a US Air departure flight to Ft. Lauderdale, made a wrong turn and came nose to nose with a United 727. The irate ground controller (a female) lashed out at the US Air crew screaming,

US Air 2771, where are you going?. I told you to turn right on "Charlie" taxi way, you turned right on "Delta". Stop right there.

I know it's difficult to tell the difference between C's and D's but get it right." Continuing her lashing to the embarrassed crew, she was now shouting hysterically, "God, you've screwed everything up; it'll take forever to sort this out. You stay right there and don't move until I tell you to. You can expect progressive taxi instructions in about a half hour and I want you to go exactly where I tell you, when I tell you, and how I tell you. You got that, US Air 2771??"

The humbled crew responded: "Yes Ma'am".

Naturally, the "ground control" frequency went terribly silent after the verbal bashing of US Air Flight 2771. No one wanted to engage the irate ground controller in her current state. Tension in every cockpit at LGA was running high. Shortly after the controller finished her admonishment of the U.S. Air crew, an unknown male pilot broke the silence and asked, "Wasn't I married to you once?"

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A DC-10 had an exceedingly long roll out after landing with his approach speed just a little too high. San Jose Tower: "American 751 heavy, turn right at the end, if able. If not able, take the Guadeloupe exit off of Highway 101 and make a right at the light to return to the airport...."

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O'Hare Approach Control: "United 329 Heavy, your traffic is a Fokker 100, one o'clock, 3 miles, eastbound."  
United 329: "Approach, I've always wanted to say this... I've got that Fokker in sight."

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I was a Pan Am 727 Flight Engineer waiting for start clearance in Munich, Germany. I was listening to the radio since I was the junior crew member. This was the conversation I overheard: (I don't recall call signs any longer)

Lufthansa: (In German) "Ground, what is our start clearance time?"

Ground: (In English) "If you want an answer you must speak English."

Luft: (In English) "I am a German, flying a German airplane, in Germany. Why must I speak English?"

Beautiful English Accent: (before ground could answer) "Because you lost the bloody war!"

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### This was sent to Bill Schanks

Hello EAA Chapter 54,  
I was just wondering if you would let your EAA chapter know of our fly-in. We extend a special invitation to fellow EAAer's. Thanks.

June 24, 2001  
Aitkin Municipal Airport Steve Kurtz Field (AIT)  
Aitkin, Minnesota  
Annual Fly-in / Drive-in  
8am - 3pm  
airplanes, helicopters, warbirds, classic car show,  
antique tractors, flea market, Breakfast & lunch  
Contact info: Heather McNevin at  
[menevinflygirl@yahoo.com](mailto:menevinflygirl@yahoo.com) or Aitkin Aviation at  
218-927-4104 or visit  
[www.aitkinaviation.com/flvin](http://www.aitkinaviation.com/flvin)

We also hope to have a wings seminar during the festivities. For up to date information, don't hesitate to contact us!

Thanks again.  
Heather McNevin  
VP Aitkin Flyers Club EAA Chapter 965

(Editor's note. Aitkin Airport also has a Sloppy Joe feed, every Sunday noon).

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