

# EAA Chapter 54

## NEWS

Speed Holman Chapter

Volume 40, Issue 11

### NOVEMBER MEETING

DATE: 11-10-97  
TIME: 7:30 P.M.

Come any time after 7:00 p.m. for talk time.  
LOCATION: Christ Lutheran Church, Lake Elmo, MN.

### OCTOBER MEETING

The meeting was called to order slightly after 7:30 p.m. with the hopes that a few additional members would show up. There were only 21 in attendance, including 5 visitors. Very, Very disappointing.

#### REPORTS

Secretary, report accepted as recapped in newsletter.

Treasurer, John Thomas reports that the operating fund account currently has \$2,529.18, with \$800.00 still owing to Early Childhood Center from the fly-in receipts. Building fund currently has \$835.75 balance.

#### OLD BUSINESS

Programs - Once again members were reminded by the pres. that they need to be making suggestions/recommendations for future programs.

Location - Christ Lutheran Church shall be the main meeting location for now. Be sure to watch the newsletter each month for any off site meeting locations.

Young Eagles - During the last month there were about 12 eagles flown. These were home school children from Hugo area. The article in the White Bear Press about Dale Rupp created their interest in the program. There are more still needing rides.

By-Laws - Proposed changes recommended by the board were approved by the members present.

### OPP'S

The following is a edited, shortned, version of a story that recently appeared in the Chapter 94 newsletter. Hopefully they do not mind it being edited and published in the 54 newsletter.

*The last time I'm gonna tell this story...*

The author of this article is one of us. He loves to fly and uses trips around the patch for relaxation.

As the story goes.

O.K., so I like to fly. I like to fly alot. But after a couple days of hard work, flying can really be a nice way to relax and enjoy yourself. For some unknown reason, I seem to go straight to the airport, the hanger door will mysteriously begin to open. Sound familiar to anyone. Anyway, it was a Saturday evening and the wind was calm and the temperature was fairly cool.

OPPS Continued on page 2

### Note location 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 directing traffic inside the building.

### PROGRAM:

You Want to Fly Formation With Your Buddy.

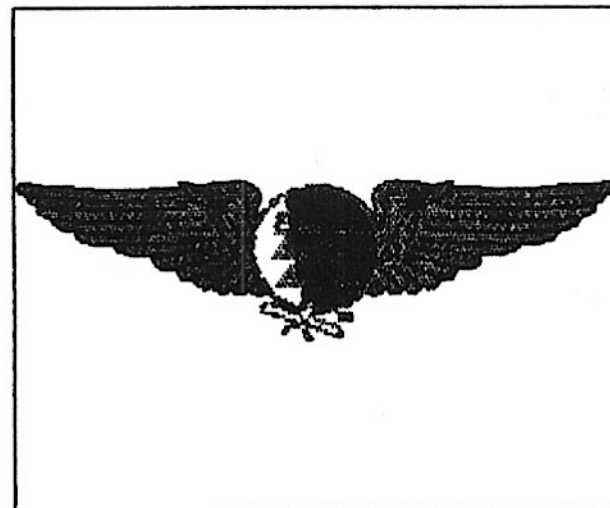
Speaker is; Marcus West, CFII, U. S. Army Guard Helicopter pilot.

Marcus is known to some Lake Elmo pilots. He instructed for a time at Mayer Aviation.

Marcus is well qualified to review this topic with us.

Don't miss this one.

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# VISITORS AT THE SEPTEMBER MEETING

Were Scott Huberty,  
Charlie Hedberg, Jon  
Larson, Kelly Sullivan,  
Rae Kupferschmidt.

Hurry back one and all.

## BALLOT INFO

The following officers and  
directors were elected at the  
October meeting.

President - Dick Wicklund

Vice President - Al  
Kupferschmidt

Secretary - Rosemary  
Frank

Treasurer - John Thomas

Directors, Class III

Steve Ogborn  
Tom Marson  
Gene Frank

## ARTICLES FOR NEWSLETTER

Members you have interest-  
ing stories to tell. About your  
aircraft, about flights you have  
made. Lets share them with  
others in YOUR newsletter.

# 1998 Calendar Sales

The 1998 Calendar's are  
here. Jerry Sarracco has  
agreed to handle this project.  
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).

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OPP'S continued from page 1

Now you have to realize just  
what a Cessna 150 flies like  
on a cool day, with half tanks  
of gas, and just you in the left  
seat. It's the closest thing to  
high performance that I'll  
probably get! Preflight  
completed, ready for serious  
flying. As I climb out I decide  
to do some "touch and go's"  
before dark. The first  
touchdown uneventful and I  
cleaned up the airplane for  
another go around. I made a  
second and third landing and  
was on my way for the fourth  
and last landing of the night.

Down wind was smooth  
over town and the left base leg  
was just ass nice. Set up for  
final. 40 degrees of flaps, 60  
m.p.h. indicated airspeed,  
landing lights and all  
navigation lights on. All I had

There I was just 75 yards from  
the end of the runway when  
what I can only describe as a  
missle cane THROUGH the left  
side window and opened up my  
face. It didn't take but about 1  
1/2 seconds and I knew what  
had happened. Someone had  
beaned me witha golfball!

I don't actually remember  
landing the airplane. All I  
knew at the time was to get that  
airplane stopped and get that  
d-mm s.o.b. that tried to take  
me out! After getting the plane  
stopped and off to the side I  
literally RAN to the telephone  
and dialed 911 as to get a  
police officer out there pronto.  
Some family in a Mini-van  
pulled into the airport driveway  
just as I was getting off the  
phone. Bleeding all over the  
place, I asked if they would go  
over to the golf course and  
make sure that no one left the  
parking lot until the police  
officer arrived.

The officer arrived and first he  
made sure I was O.K. I hadn't  
looked at myself, and figured  
that it was just as well that I  
didn't but I refused an ambu-  
lance and was more worried in  
finding out who it was that  
nailed me through the window.

The kid that hit the ball was  
found, he had left the area. He  
wanted to apologize. "Apolo-  
gize for what", I asked "he tried  
to kill me"! "NO" the officer  
said. "The 15 year old said it  
was an accident". If it was an  
accident, why didn't he come  
over and make sure I was O.K.!

I went to the hospital where  
the doctor said that I would  
need 2 or 3 stitches.

The kid did apologize but his  
parents did not think their son  
had done anything wrong. An  
accident, the airport manager, a  
golfer, said you don't hit a ball  
with a plane on final.

OPPS Continued on page 5



## 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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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 Kupferschmidt  
777-9257

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451-8187

Treasurer - John Thomas  
430-1684

Past Pres - Dale Rupp 653-1054

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Bill Schanks 654-2420

### Tech. Counselor

Bill Schanks 654-2420

### Program Coordinator

Steve Ogborn 439-6956

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## NEW BUSINESS

1998 calendars available. Contact Jerry Sarracco with your order. See info on page 2.

## PROGRAM

As the originally planned program was a tour of the Fleming Airport Administration Building it had to be scrapped due to conflict with another meeting scheduled for the same night in the same space. Perhaps another month.

The substitute program was a member discussion on the topic "SO YOU WANT TO BUY AN AIRPLANE".

The fictitious individual was a newly minted Private Pilot who felt the need of ownership. What should this person be considering. The following were the suggestions that came up:

**MONEY** - How much can be spent on an aircraft.

**USAGE** - Personal around the patch, business. One or two persons or. Probably nothing more than a four place to start out.

**SPEED** - If only around the patch speed not relevant. If cross country flying anticipated than something faster needed.

**OPERATING COSTS** - Cost of insurance, complex airplane with few hours expensive, hanger rental, maintenance costs should be looked into.

**REASON FOR OWNERSHIP** - Avoid renting. Prestige/pride of ownership.

**PARTNERSHIP/CLUB** - Might these two avenues be almost as good. Partner personality can enter into the picture.

**WHEN THE PERFECT AIRCRAFT IS FOUND, THAN WHAT** - Research, research, research. Get a good IA or A&P to go over the logs as well as the aircraft. What is its history. Check out all AD's and SB's. They can be costly. How about damage history.

**MIGHT HOME BUILT BE LOGICAL** - Not for most new pilots. The time spent building could be put to better use becoming a better pilot. There is no cost savings. There is the challenge and it is a good way to make new friends.

The net results of the discussion was that the hunt was the most fun. A good way to learn about aircraft and a good excuse to go flying off to other airports to inspect airplanes.

Very few felt that the current aircraft was the perfect aircraft. The one they were checking into for purchase was the perfect one.

*Great success is the results of countless  
hours, maybe even months and  
years, of preparation and hard work  
toward the goal of becoming very  
good at what you are doing.*



## CHAPTER 54

The saying on the previous page could be used to describe a person, company or organization. I feel that it aptly describes CHAPTER 54.

39 plus years ago a group of individuals determined that they wanted to band together and discuss aircraft, in particular the homebuilt movement, and aviation in general. Over the past 39 plus years CHAPTER 54 members have spent countless hours working to spread the word, encourage one another, guide each other. Each year has been a growth year. Growth in numbers surely, but more importantly growth in interest in the various areas that make up aviation.

CHAPTER 54 has become good at what it does. Not because of a few members but because of the dedication and interest of many, some still members, some gone to fly in the great beyond. The chapter can only continue to be good at what it does with the continued drive of the current and future members. There will be challenges to be sure.

One challenge currently faces the CHAPTER as it approaches its 40th anniversary. The challenge of being homeless. Does this mean that the chapter is less functional. It should not. Does the fact that some, or perhaps the majority, of near future meetings will be held away from the airport have any affect on the functioning of the chapter in helping each and every member as needs arrive. It should not.

Aviation be it how to be a better pilot, how to solve a building problem, how to expand the Young Eagles program, how the new EAA Flying Start program fits into

the chapter direction, can be discussed anyplace. Sure being at an airport and hearing airplane noise helps, but.

As the directors explore the various options that are out there lets all continue to do our part by being involved. Suggest program ideas, speakers, tours, projects to be undertaken by the chapter.

Rosemary Frank, Secretary/Historian is working on events for the 40th celebration, become involved by calling her and volunteering.

The board will be discussing a variety of opportunities available for a meeting location, on the airport. Call one of the officers or directors and offer your ideas or volunteer to be of assistance.

Think about becoming involved in the work party weekend this year.

Contact Dan Parker with your thoughts and ideas regarding the summer fly-in. How can the fly-in expand and become a greater part of not only the aviation community but also the local communities. How can the neighbors become involved at Lake Elmo Airport other than to complain about the noise we make through the fly-in.

How can CHAPTER 54 have a successful year. By your being at the meetings, being part of the solution.

The above editorial by your recently re-elected President Dick Wicklund.

## NASA ON THE WEB

There are numerous NASA sites on the internet. There are too many to list here. If you are interested contact Dick Wicklund, 777-9142.

## FOR SALE

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

Cessna 150G. TTAF 3630, SMOH 172. Based at Lake Elmo Airport. Contact Dick Wicklund (612)777-9142

## FOR RENT

T-hanger units, Lake Elmo Airport. South side old section, between Lema and Mike lanes. Call Bill Murphy, 430-9043.





OPPS continued from page 2

He contacted the Country Club's insurance agent and asked if there was anything that the Country Club could do. "Did anyone happen to think to report the accident to the FAA." I asked. "No, he said. WHAT! You mean I have to call the FGAA?" Boy, won't that be fun!

I called the FSDO office and talked to "Alf". He said as long as I didn't have more than 6 stitches that it would probably just be listed as an incident, not as an accident. Only the government could come up with that standard. I wrote up the incident as requested by Alf. I bet the guys down there are still talking about it.

A few days later I went to my doctor. He gave me an OK on my sight and hearing. Cost me \$142.00 before I left.

Fortunately the Country Club and the kids parents had the same insurance company. Claims type person come to see me and said that they were willing to offer a settlement by paying for the damages to the airplane and to pay me medical expenses. That's all I wanted in the first place.

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## PLACES TO EAT

Some members have requested suggestions of flying destinations with food on or near the airport. One member has recommended that Jerry Sarracco be the food advisor. Jerry has repeatedly rejected this honor.

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

Superior Bong Airport, Superior Wisconsin.

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.

None of these are rated as other than available. To each his own taste. Your editor has eaten at Superior Bong numerous times. Sometimes as a result of a winged trip. Other times by auto while visiting relatives in the area. Have always be satisfied. Local residents like it for all times of day.

Any one with other suggestions. Please contact the editor.

# CALENDAR OF EVENTS

## 1997

### NOVEMBER

1-2 Lakeland, FL - Alexander Sportair/  
EAA/A-C Spruce Workshop. 1-800-967-  
5746.

3 AOPA Air Safety Foundation, U.S. S.  
Department of Transportation, FAA, Min-  
neapolis, MN. Minneapolis Technical  
College Auditorium, 9200 Flying Cloud  
Dr., Eden Prairie, MN

8 Racine, WI - EAA Chapter 838 Young  
Eagles Rally. 414-637-4338.

10 Chapter 54 meeting.

### DECEMBER

8 Chapter 54 meeting

## 1998

### JANUARY

12 CHAPTER 54 MEETING NIGHT

### FEBRUARY

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

9 CHAPTER 54 MEETING NIGHT

### MARCH

9 CHAPTER 54 MEETING NIGHT

### APRIL

13 CHAPTER 54 MEETING NIGHT

### MAY

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

11 CHAPTER 54 MEETING NIGHT

### JUNE

40TH ANNIVERSARY, CHAPTER 54.