

# EAA Chapter 54

## NEWS

Speed Holman Chapter

Volume 42, Issue 1

### JANUARY MEETING

DATE: 1-11-99  
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: Flying the Airlines Before Jets.

Speaker: Bill Atkins.

Bill is a retired Northwest Airlines captain. He flew the prop types and the jets.

This should be a don't miss program for all members (unfortunately the editor will be too far away to make the meeting.)

### NOVEMBER MEETING

30 members and 8 visitors signed in.

Visitors & Guests; Dick O'Brien, Paul Kelson, Ed Lawson, Bob Creager, Warren Creager, Charles Ames, Sam Bridges and Betty Isaacs (Betty brought a LARGE container of fresh baked cookies, which were a big hit, THANKS Betty from all who indulged.)

There was plenty of room for more, people not cookies. Both members and guests.

#### Reports:

##### Secretary

Accepted as reported in newsletter. The secretary and husband were on a long and interesting trip.

##### Treasurer

Operating Acct. \$2,838.12

Building Fund \$2,643.06

##### Directors

Bill Steier, Program -

Steve Ogborn, Housing - Reported on trip to Eau Claire he and Paul Liedl made to check out their club room.

Tom Marson, Education - Made brief report on ideas for spring Flying Start event.

Gene Frank, Publicity & Promotion - No report

Jim Anderson, Membership - Just keep bringing in new members.

Scott Emkovik, Events - Reported on the trip to Heritage Halls in Owatonna that a half dozen members made. Worth while tour.

##### Other Reports -

Jerry Sarracco, Pres. Lake Elmo Pilot Assn. - No report

Jerry also indicated that there were about 40 1999 Calendars available.

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### JANUARY DIRECTORS MEETING RECAP

(Held 12-19-98 due to travel conflict.)

TIME: Called to order by pres. at 9:15 a.m.

PRESENT: Dick Wicklund, Pres.- Al Kupferschmidt, V. P. - John Thomas, Treas.- Dan Parker, Director - Gary Miller - Director, Steve Ogborn, Director.

ABSENT: Rosemary Frank - Sec., Directors; Gene Frank, Jim Lund, Tom Marson, Dale Rupp - P.P.

REPORTS: Gary Miller - Publicity and Promotion reported on P&P committee meeting. Committee requested \$100.00 for participation in

Sport Conference Feb. 13 & 14 to be held in Mpls. Ch. 54 would be splitting cost of a booth with 2 other chapters. Volunteers from the membership will be needed to staff booth. Funds request approved by board. P & P committee has also been discussing chapter awards program. No recommendations were presented by the committee. No action taken by board.

Dan Parker - Program Chair. presented scheduled speakers to date.

January speaker will be Bill Atkins. Bill had been scheduled in 1998 but was unable to be present when scheduled. March speaker will be Ray Rought, MN/DOT Office of Aeronautics. Dan has a number of ideas and is working on the potential speakers. He is still looking for suggestions from members, also. With out input from members it is difficult to determine topics of interest.

Steve Ogborn - Housing Chair. discussed options that may be available. As commented at the Dec. meeting he and Paul Liedl attended a meeting at Eau Claire and toured their facility. BOARD page 4



QAL

## Time for Annual Banquet.

Greg Bauer, Banquet Chair reports that the event will again be at Mancini's Char House. March 8, 1999 is the date. 6:30 p.m. Happy Hour. Cost per person is \$15.00. Based on reports from past banquets this is a great location and a fun night.

Reservations can be made directly through Greg by calling

## WHAT'S NEW WITH MEMBERS

By now surely you have all read your Sport Aviation magazine. Hope you did not miss the picture and short article on the bottom of page 126. If you missed it better go back and check it out. A great looking restoration by some hard working members of 54.



PROGRAM continued from page 1

Speaker for the evening, Rick Adams, was introduced by retiring director Bill Steier.

Rick retired from the U.S. Navy after 20 years as a fighter pilot.

Prior to joining the Navy he never flew beyond being a passenger in a commercial airliner. Events changed things in a big hurry due to the U.S. involvement in Viet Nam. He was one of the lucky ones, shot down twice once in enemy territory and able to avoid capture.

His second experience was the most exciting experience. Shot down by some lucky shooting from the ground. He bailed out of his doomed aircraft at only 200' AGL. Told his flight mates he would see them in 10 years as he knew that capture by the enemy was inevitable. Luck was on his side. He avoided the ground troops looking for him and was picked up by a chopper after 2 hours on the ground. Due to more ground fire the chopper had to leave the area with him suspended from a cable for an exciting ride.

Rick also related some of the tactics developed to trick the enemy and increasing the opportunity to shoot down MIG's. Another interesting event was how the pilots developed evasive maneuvers to avoid enemy missiles. A sure test of faith by each pilot.

After completion of his missions in Viet Nam Rick applied for Blue Angel duty. He was fortunate to be selected and flew with the team for 2 years. At that time the F-4 was the aircraft used. Rick described one event in Canada, during a pre airshow training flight that caused much concern to the people in the town, lots of window replacement, but also helped to build attendance at the annual city event in future years.

Rick than opened up for questions from members.

1. Night carrier landings.

A very scary experience. No horizon, experience did not reduce the tension.

2. Viet Nam flying.

All his flights were from the carrier. Landings off carrier, on land, were only made because of mechanical troubles.

3. Carrier landing training. Training for carrier landing started on land with a runway set up to represent a carrier landing area. Used normal carrier guidance. Same method used for night practice.

4. How important is the Angle of Attack Indicator to the pilot.

Used at all times for landing. As landings are made at just above stall speed. A good instrument that when a pilot is used to it finds it difficult to get along with out.

5. How does a pilot get selected to fly with THE BLUES.

All navy fighter pilots must go through 2 years of pilot training. After training they spend 2 years flying with the fleet. Their third 2 years are spent on land. It is during this third 2 year term that they can apply to fly with THE BLUES, if interested.

Their application must be endorsed by their Commander and this endorsement must verify that they have a clean record - no skeletons in the closet. Next step is interviews and meeting with team members to see just how they fit in with the others. Obviously flying enters in, also. Rick indicated it was a interesting experience.

6. Pilot retention.

Difficult at best. To be accepted as a pilot candidate the individual must commit to nine years with the Navy. With salaries and opportunities available with the commercial airlines the military has a big selling job. New programs, for transport pilots, are being implemented by the military in conjunction with the airlines. This helps with transport pilots, but not fighter pilots.

In closing Rick indicated that since leaving the Navy he only flies commercial, back where he started, as a passenger and in simulators.



## New to Chapter 54

At the December meeting Charles Bridges came as a guest and left as a new chapter member. He is also joining EAA thus should earn the chapter a bonus.

*The current roster* indicates 79 members. Very few are delinquent. What is your status.

## Young Eagles

On December 2, 1998 a group of chapter members flew a group of 12 Young Eagles. Pilots were; Dale Rupp, Jerry Sarracco, Paul Liedl and Gene Frank. Gene pitched in and helped when Dale had to quit because his aircraft was overheating. Extra warm day and he was prepared for cold temp. Gary Miller handled the ground duties.

After the flying was completed there was a small meeting at Mayer Aviation. At this meeting the regional Phillips Petroleum representative, Fred Tilley presented V. P. and Y. E. coordinator Al Kupferschmidt with a Leadership award. This award is presented to 3 or 4 volunteer pilots that make outstanding contributions in building awareness and encouraging a wider appreciation of general aviation.

The names are drawn from those that turn in Phillips 66 rebate forms.  
**CONGRATULATIONS AL.**



## RECENT LETTER RECEIVED REGARDING CONDITIONS AT AirVenture IN 1998

Syd Cohen, YE Coordinator, Chapter 640 & 243 recently sent a letter to Tom Poberezny, President, EAA.

Dear Tom,

AirVenture was almost two months ago, and I needed those two months to cool down emotionally before writing to you. I was very impatient and angry about the way things went this year. At the time I was thinking "I've attended for 26 years, and loved every year, but I'll never come back again." I'm better now.

I think some real problems have developed. We (a neighbor kid and I) flew in Sunday, July 26 and stayed until Monday evening, August 3. During that week I stopped between 30 and 40 people who were smoking on the flight line, often between parked airplanes, and I informed them that smoking was not allowed in that area. Many of my friends from Chapter 243 and 640 told me they had done the same. While watching the air show each day I saw the ground around me littered with many cigarette butts. Most of the people that I stopped apologized and said they didn't know that they couldn't smoke in that area and promptly stubbed their cigarette out. A few asked me where smoking was allowed. We also saw many people carrying food out of the eating areas onto the flight line, walking right past the signs that told them not to do that. We saw (and picked up) a lot more litter this year than any other.

In my view the fact that we are allowing everyone on to the flight line leads to the smoking and littering. I understand that by allowing the general public access to the flight line and collecting their admission fees we make it possible to pay for many of the expensive improvements to the grounds. We are also, however, allowing non-aviation people into an area that they know nothing about. You and I know that fabric covered airplanes with vented fuel caps and possibly dripping fuel drains are very flammable, but the non-aviation people don't know this.

I suggest that next year we:

1. Place signs on each of the speaker poles at eye-level that tell the rules about smoking, eating and littering.
2. Insist that the air show announcers remind the people of the rules at least every 30 minutes.
3. Raise the height of the signs on the food stands to eye level so the people will have more chance of reading them.
4. Double (at least) the number of security people on the grounds, with some standing outside the food stands and some roaming the flight line to watch for violators. (I'm sure if we asked EAA members to volunteer for half a day during the week we would have no problem getting enough people. I would be glad to volunteer.)
5. Print the Nestle site maps with shading in the SMOKING PROHIBITED areas so people can readily see where they are.

I have flown my award-winning Ercoupe in to the Convention for many years, and have volunteered almost every day in the Type Club tent and the Young Eagles tent, but I seriously doubt that I will be back again unless these situations are improved.

If you have any questions please write, call or e-mail me at any of the above addresses.

Sincerely,  
signed Syd Cohen

*Syd has requested that any and all members that agree with him also write to Mr. Poberezny. Several chapter 54 members have requested that the chapter president do so in the name of the chapter. Will do.*



## EAA CHAPTER 54

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Submissions for publication are encouraged and should be sent to:

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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 (Tomp.)

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

### Officers

President - Dick Wicklund 651-777-9142  
V. P. - Al Kupferschmidt 651-777-9257  
Secretary - Rosemary Frank 651-451-8187  
Treasurer - John Thomas 651-430-1684  
Past Pres - Dale Rupp 651-653-1054

### Directors

#### Class II

Dan Parker - Programs 651-430-1532  
Jim Lund - Events 651-430-0366  
Gary Miller - Publicity & Promotion  
651-774-0456

#### Class III

Steve Oglson - Housing 651-439-6956  
Tom Marson - Education (715)386-3448  
Gene Frank - Membership 651-451-8187

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### Young Eagles Co-Ord.

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Assistant - Gary Miller 651-774-0456

### Flight Advisors

Dale Rupp 651-653-1054  
Bill Schanks 651-645-2420

### Tech. Counselor

Bill Schanks 651-645-2420

### Program Coordinator

Dan Parker 651-430-1532

## LAKE ELMO AIRPORT ASSOCIATION NEWS

By Jerry Sarracco, President

On Dec. 18, 1998, I, along with several pilot friends talked with Greg Fries, manager of the St. Paul Airport and is also manager of Lake Elmo airport. Recently the (6) six airports went through manager changes. Greg has St. Paul and Lake Elmo, Jack Eberling has Anoka and Crystal and Mitch Killian has Airlake and Flying Cloud. I questioned Greg about any changes at Lake Elmo. He admitted that he was not up to speed with Lake Elmo because of his recent assignment. He advises that he is having a meeting with Jim Diamond to become familiar with the airport again. I questioned him about the rumor that Stanley Hubbard (KSTP) had bought the large quonset from Ed Mayer. Greg stated that he heard something about such a purchase but that it was not anywhere near final.

I will be writing a letter to Greg about moving 30th Street in preparation for the extension of Runway 13 and 31. This is important now before the area becomes anymore dense with homes. MAC owns the property, so it should not be a problem. Also, I requested MAC to push to get the (2) two locations and complete the proposed toilet facilities.

I spoke with the MAC maintenance personnel and they stated they will not be plowing other than runways, taxiways and alleyways until the ground firms up. Remember to move your car if you are there after a snowfall if you see MAC snow removal equipment in use. Also pile the snow you shovel 4' from bldg.

### BOARD from page 1

Both Steve and Paul found the trip very worth while. Touring the meeting place gave them a better perspective as to the amount of room required. They suggest that member should take the time to make the trip and tour.

John Thomas, Treas. presented insurance options available to the chapter through EAA and AVEMCO. Board agreeded that renewing at the same basis as in past years would meet the current needs of the chapter. Board approved payment of \$50.00 for \$1,000,000.00 policy. Discussion was also held regarding when it would be practical to transfer the building funds into a interest bearing account. Board agreed with John that at the present time nothing should be done.

Dick Wicklund, Pres. reviewed the requirements of EAA for the YE insurance program. One question that had not been answered in past was if an adult riding in the back seat during a YE flight would be included in the coverage. Dick had questioned EAA and was told YES. EAA did remind the chapter of the insurance minimums required of the pilot/owners. Also, that renter pilots should have renter insurance in addition to the FBO policy.

1999 chapter events were discussed to a limited degree, due to the absence of Director Jim Lund. February banquet has been scheduled, needed to secure hall, prior to December. Greg Bauer has agreed to again chair the event. Cost \$15.00. Same place and time. Dan Parker working on a speaker. **MEETING ADJOURNED: 10:30 A.M.** Next board meeting 1st Wednesday of March at 7:30 p.m. Jim Anderson hangar.

*Give yourself permission to be  
late sometimes. Life is for living,  
not scheduling.*



## FOR SALE

74 Piper Warrior - PA28-151.  
TTAF4,000. 1700 SMOII, all  
Tanis, Blue & White. \$39,500  
OBO. Mike Schick W-715-247-  
3500 H- 715-386-9356.

Christavia MK4 project, 4 place,  
conventional gear, high wing. Also,  
Lycoming O320-H at TBO. Mat-  
thew Stafford 651-699-1271.

Pazmany PL-4A parts to be dis-  
posed of. Includes plans. Call Jim  
Mayer 612-469-2347.

Mohawk 1:1. Engine Type  
1WW(Diehl Airplane Engine) 1600  
cc-2180cc.

Kit Fox IV (Raven) Built 1995.  
Rotax 618 eng., Warp Drive 70"  
Prop.. Damaged.  
For sale by estate. Contact Lowell  
Arnold. (612)421-2842.

Lyc. IO-360-C1E6 (200 HP/CS)  
376 TIE, "0" SCMOII. Frank  
Hanish, 612-941-9671.

One set of RV6-6A plans with  
manuals, some newsletters. Call  
Merrill (319)732-2861

Geared starter & matching ring  
gear for an O-320. Good working  
order-came off a O320-E3D. Sale  
or trade. Make offer. Call Grant  
Radintel, 715-549-6314. E-mail  
radintel@win.bright.net

Charles Ames, guest at December  
meeting, has an assortment of air-  
craft cables, bullies, fabric, etc. This  
is remnants of his father-in-laws es-  
tate. For more detail call him at  
Ames Mechanical Development Co.  
Inc. 651-430-2761.

## WANTED

Need an ELT for Osprey 2. Also,  
a encoding Transponder. Call Grant  
Radintel at 715-549-6314. E-mail  
radintel@win.bright.net

## DID SOMEONE FOR- GET TO GET YOU A PRESENT, OR NEED ONE FOR A UP COM- ING BIRTHDAY GIFT.

The following information was  
found in a recent issue of the St.  
Paul newspaper.

Hot-air balloon ride, cost \$110 to  
\$135 per person. Stillwater Balloon  
(651-439-1800), Aamodt's Hot Air  
Balloon Rides (651-351-0101) and  
Balloon Adventures (612-474-1662).

Perhaps of more interest to pilots  
would be the following.

Fly in a World War II plane. Gift  
recipient can choose to go along for  
the scenic ride or take more of a  
hands-on approach. Rides available  
at World War II Warbird Rides at  
Glencoe Municipal Airport (1-320-  
3195) for \$169.95. believe they use  
T-6 type aircraft. Another choice is  
with U.S. Fighter Squadron at Flem-  
ing Field in So. St. Paul (651-457-  
6000) at a starting price of \$250.00.  
Type aircraft unknown.

A less expensive alternative, and  
one that our December speaker  
spoke highly of, is the F-18 Jet  
Simulator (612-920-3519) at the  
Miracle Mile Shopping Center, St.  
Louis Park, which offers a one-hour  
ride in a full-motion simulator cock-  
pit for \$29.95. Rick Adams indi-  
cated that this was a very real expe-  
rience.

## FROM THE PRES.

As commented numerous times  
before, 1-1-99 three new direc-  
tors take office: Dan Parker, Jim  
Lund and Gary Miller. They,  
along with the other directors  
have big challenges ahead of  
them. Planning programs, events,  
promotion, membership, building,  
education all require time com-  
mitments on the part of each and  
every director. Show your appre-  
ciation and support by volunteer-  
ing to help, attending the chapter  
meetings and make suggestions as  
to your interests.

No chapter can operate with  
out willing participation. Chapter  
members have been very helpful  
in the past years. Don't let the di-  
rectors down in 99.

It is not too early to mark your  
1999 calendar for known events.  
Chapter meetings always, or all  
most always on the second Mon-  
day each month. Annual Work  
Party the first weekend of May.  
And certainly the Oshkosh con-  
vention July 28 - Aug. 3. Have  
you put in for your vacation time.

At the end of the December  
meeting I suggested it might be  
time to show our appreciation to  
Christ Lutheran Church for the  
use of their facilities. After the  
members left the room the basket  
on the counter was well filled  
with cash. No count was made  
but it was a significant amount.  
Appreciated by the church I am  
sure.

Presume you each read Bob  
Waldrons excellent report on the  
book "One Day at Kitty Hawk" in  
the November newsletter. A  
good contribution. EAA Chapter  
272, Duluth, included it in their  
December newsletter. A compli-  
ment to Bob for his efforts. How  
about the rest of you members.  
Submit articles about; experi-  
ences, aircraft, flying trips, train-  
ing. How is Florida flying. Jack  
Doke? Could use a write up on  
what is happening down there.



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LPD 12/08/97

Alan Kupferschmidt  
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55042X5457 05



## CALENDAR OF EVENTS

### JANUARY - 1999

9 Annual Chili Feed, Winsted, MN, Airport (10D), 10 a.m.-1p.m. 320-485-3454.

11 EAA Chapter 54 monthly meeting, Christ Lutheran Church, Lake Elmo, MN. Meeting 7:30 pm. Talk time 7:00 pm.

14 The Dr. Harold Deutsch WWII History Round Table. "Marine Operations on Tarawa and Bougainville". Location, Historic Fort Snelling.

26 EAA Ch. 228 Monthly mtg. 7:30 pm. 602-962-7624.

23-24 Aircraft Builders' Conference and Basic Workshops. By Alexander SPORTAIR Center the EAA, Aircraft Spruce & Specialty, and Kitplanes. Topics to choose from: Aircraft Builders' Conference, Fabric Covering Workshop, Composite Construction Workshop or Electrical Systems, Wiring and Avionics Workshop. Location is EAA Convention Site Oshkosh, WI Call 800-967-5746 for info. & reservations. Or visit [www.sportair.com](http://www.sportair.com) on the web.

17 Chili Feed, St. Cloud Airport, 11 a.m.-3 p.m. Airport Buffet Express, all you can eat. Eddy Cook, 320-529-8588.

## FEBRUARY

13-14 MN Sport Aviation Conference & Flight Expo, Mpls Conv. Ctr, 9 a.m.-6 p.m. Saturday, 10 a.m.-4 p.m. Sunday.

28 Warroad, MN, Lions 21st-Annual Skiplane Fly-In & Breakfast, 8 a.m.-1 p.m. Skiplanes land on Warroad River, wheel planes at Warroad Airport. Shuttle service available; 100LL available on river. Dave, 218-386-1818; 218-386-1625 day of fly-in.  
28-Mar. 3 Upper Midwest Aviation Symposium, Radisson Inn, Bismarck, ND.

## MARCH

5-7 Casa Grande, AZ - 41st Annual Cactus Fly-In. 602-891-6012. There is at least one 54 member that plans on attending this event. Any others?  
25-26 MN Aviation Maint. Tech. Conf. Thunderbird Hotel & Conv. Ctr. Bloomington, MN 612-296-8202.

## APRIL

11-17 - Lakeland, Fl - SunFun EAA Fly-In & Sport Aviation Convention. 941-644-2431.  
17 Annual MN Aviation Hall of Fame Induction Banquet & Awards Presentation, Thunderbird Hotel, Bloomington, MN. Social hr. at 5 p.m., dinner at 6 p.m. Reservations beginning 1-1-99 612-722-4894.