

# EAA Chapter 54

## NEWS

Speed Holman Chapter

Volume 41, Issue 12

### DECEMBER MEETING

DATE: 12-14-98  
TIME: 7:30 P.M.

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

LOCATION: Christ Lutheran Church, Lake Emo, MN.

PROGRAM: Fighter Aircraft Flying off Aircraft Carriers in Viet Nam.

Speaker: Rick Adams.

A career US Navy pilot, Commander Rick Adams flew over 4,000 hours and made 400 carrier landings in fighter aircraft from 1962 until 1982. In Vietnam, as a young Lieutenant, Adams flew 125 missions and returned from the war as one of its most decorated pilots. He survived two ejections from enemy surface fire that included one spectacular rescue from within 10 miles of Hanoi. He went on to fly with the Blue Angels in 1968 and 1969 as the press demonstration pilot. Rick also served for several years as an air-to-air combat instructor before retiring in 1982.

Rick Adams served as President of a construction services firm for 1983 until 1994.

Rick currently is a very successful financial planner with American Express specializing in retirement investment strategies.

Rick has been the subject of many books and magazine articles about his aviation experiences. He has made numerous appearances on television and is a frequent speaker at local events on aviation and investment topics.

### NOVEMBER MEETING

19 members and visitors signed in.

Visitors & Guests; John Nicholson and Mitch Kilian, MAC. There was plenty of room for more. 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. \$2,977.49,  
Building Fund \$ 2,643.06.

Directors

Bill Seier - Brief comments regarding the December meeting.

Steve Ogborn - Reported on the potential building availability fell through.

Tom Marson - Absent

Gene Frank - Traveling with Sec.

Jim Anderson - Absent

Scott Emkovik - Discussed the Owatonna trip on 11-14-98.

Other Reports -

Jerry Sarracco, Pres. Lake Elmo Pilot Assn.

1999 Calendars now available. Contact Jerry Sarracco to purchase.

Jessie Black Ch. member and scout volunteer presented Certificates to each member that participated in the Scout Jamboree and YE day. A nice gesture by the scout organization.

Meeting continued on page 5

### NOVEMBER DIRECTORS MEETING RECAP

The directors meet on November 4, 1998 at the Anderson hanger.

Unfortunately the number of officers and directors in attendance was small. With the Secretary and husband, director Frank traveling by the very fast bird to England on vacation it took two away. Bill Steier had a family obligation to attend too. Director Tom Marson was attending a meeting regarding the future of the River Falls, WI airport.

Reports:

Secretary - None

Treasurer - As stated at Nov. mtg.

Other

Steve Ogborn reported on the loss of a potential building for a chapter hanger. Owners changed their mind regarding future use. Disappointing. Onward and upward. Some of the alternatives were considered. No definite plans at this time.

Nick Stolley attended the meeting and presented some of the steps taken toward development of a web page for 54. Nick is working with Paul Anderson regarding location and some of the requirements. More information forth coming.

John Thomas discussed potential for permanent name tags for members. John will look further into cost.

The current 1999 chapter schedule discussed. Naturally no major projects have been scheduled at this time. Other than the traditional first weekend in May Oshkosh work party weekend.

The scheduled January directors meeting will be held mid December as the Pres. will be elsewhere in Jan.

## One Day at Kitty Hawk by John Walsh

Report by Bob Waldron

I just finished reading this great book which is written like a novel, from the time of Wilbur Wright's tragic hockey accident when he was a high school Senior, through his fascination with manned flight, past their first powered flights in 1903, through the eventual sale of their invention to the U.S. Government. A third of the book deals with the years 1904-1906 when the Wrights (who were uneducated and poor compared to many of their competitors) were the only people in the world who could fly.

This is a great book, and an easy read. It makes one appreciate all the things that are taken for granted. This book speaks a lot about Wilbur Wright, and differs greatly from Fred Kelly's 1943 book "The Wright Brothers: a Biography Authorized by Orville Wright", which implied that Orville was the true father of aviation.

Walsh paints Wilbur as a methodical experimenter who was possessed. Wilbur was convinced from the beginning that they needed to develop a controllable glider first, then adding power would be simple. Others were developing gliders that would fly, but nobody had solved the control problem. After he was famous, Wilbur Wright was asked who had influenced him; he named Louis Pierre Mouillard (a French engineer) who said "If there be a domineering tyrant thought, it is the conception that the problem of flight may be solved by man... When once this idea has invaded the brain, it possesses it exclusively. It is then a haunting thought, a waking nightmare, impossible to cast off."

The brothers believed that their machine was very simple (and could be replicated in a few weeks) and kept their flights secret from 1904-1907. They flew hundreds of flights eight miles outside of Dayton Ohio, from a farm located next to a trolley line. They knew the schedule of the trolley, and did not fly when the trolley was near. Some of these flights were longer than a half hour. By 1905 the brothers had, through years of laborious experimenting, developed a perfect and reliable flying machine that was simple to make by anyone. When the flyer was revealed to the public years later, 'experts' believed that the machine must be complex to make, and that these two 'mechanics' magically assembled it in a way that all the other 'experts' had failed to do. Wilbur was probably never adequately recognized for his genius.

Wilbur planned to sell the flyer and the drawings and research data as a package to the US government and to a foreign government. The brothers insisted that an agreement be signed before the flyer could be seen or demonstrated. Since most governments had already paid some money to others for unsuccessful development of flying machines, they would be leery to do business with two brothers who claim to have perfected a flying machine that had never been seen by anyone, and who wanted a signed contract before they would even show the machine.

The second to the last chapter tells about Wilbur in France in 1908. He scalded his arm while testing the engine. The French harassed him as an impostor and claimed he faked the injury to avoid humiliation. The descriptions of his flights at the Le Mans race track (125 miles south of Paris) are beyond belief. The things that he was able to offhandedly demonstrate put to shame the straight line 'hops' of Farman and Delagrange and Bleriot. These people had some control of their airplanes, but nothing to match figure eights inside an eighty yard wide racetrack.

The last chapter tells of the 1909 New York City birthday party that lasted all week. Wilbur was hired to fly up and down the river. The descriptions of the flights are wonderful; flying within twenty feet of the waist of the statue of liberty, flying over the smoke stacks of the Lusitania, flying over the decks of British and American cruisers and German and Italian dreadnaughts. This was Wilbur's last public flight.

To put their experiments and achievements into perspective, they developed their flying machine from the middle of 1900 to the end of 1903. Each year, they shipped their equipment and airplane to Kitty Hawk, then built or rebuilt their hanger/workshop. In 1900, they were in Kitty Hawk for 40 days. They spent 41 days there in 1901 and 90 days in 1902. In 1903 they had been there another 90 days when they finally achieved their powered flights. This is a combined total of 32 weeks of eating off a campstove and swatting mosquitos, and they NEVER worked on Sundays.

By contrast, they refined their Flyer at Huffman's pasture near Dayton, over a six month period in 1904 and over a three month period in 1905, commuting home each evening.

The book is likely out of print, but your local library probably has a copy. The ISBN is 0-690-00103-7. If you have any corrections or questions, please call me @ 651-530-9178 or Email [rjwaldron@mmmpec.org](mailto:rjwaldron@mmmpec.org)

In case you decide to not read the book here is a brief run down of the events:

1855 Jean Marie Le Bris, the father of gliding, built and nearly flew a rigid wing glider that was designed after an albatross.

1885 Wilbur's face was nearly destroyed by a hockey stick. Doctors also discover that he has a weak heart. Wilbur abandoned plans to attend Yale, and become reclusive and did not seek a job or a trade or profession.

1892 Brothers opened a bicycle shop in Dayton.

CONTINUED on page 3

## New to Chapter 54

No new members in November.  
Let's get with it gang.

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

## Young Eagles

From time to time comments have been made at meetings, and in the newsletter, regarding the Phillips Petroleum award for V.P. Al Kuperschmidt for his YE participation. Attempting to find out when Phillips representatives will be appearing at Lake Elmo Airport to make the formal presentation. So far the only word is probably before Christmas.

In the recent NABAA convention newsletter there was a picture of Al and two YE's. UNFORTUNATELY the caption indicated he lives in Lake Elm, Mich. Not even close, obviously no cigars. This error was called to their attention. Perhaps the Phillips rep. is still looking for the town on the MI map so that the award can be presented to Al.

Al still has some potential YE names available. Call him.



CONTINUED from page 2

1899 Wilbur began to tackle the flying problem. He felt that a controllable glider needed to be developed, then adding power would be easy. He came up with his wing warping theory.

1900 Wilbur went to Kitty Hawk to assemble and test their glider, a 16' wingspan biplane. Orville came three weeks later. Wilbur flew the glider as a kite tethered to a tower. On their last day at Kitty Hawk, Wilbur made a dozen short straight glides.

1901 Hired Charles Taylor to run the bicycle shop. Wilbur's article on gliding was published in a German and an English magazine. Brothers take a new larger 22' glider to Kitty Hawk, and are accompanied by two associates of Octave Chanute. Although they were able to successfully glide, and had some ability to turn, they had some accidents from loss of control, and felt they may quit.

1902 Octave Chanute invited Wilbur to speak to the Western Society of Engineers. Wilbur felt that Lilienthal's published tables of lift were in error. Wilbur developed a sophisticated wind tunnel and tested dozens of wing designs in various angles of attack. They went to Kitty Hawk with a new 32' glider with a tail. They make many flights and add a moveable rudder, and now have a controllable glider.

1903 Unable to buy an engine that suited their needs, they built one. They took their new Flyer with forty foot wings to Kitty Hawk. Professor Samuel Langley was about to test a flying machine that he built for the army. Langley's machine failed miserably, but it pressured the Wrights to hasten development. On December 17th they made four powered flights, the first powered flights in the history of mankind. Sometime after the 4th flight (852 feet in 59 seconds a 30 mph wind blew the unattended aircraft over, ending the years experiments.

1904 Through calculated deception, they flew dozens of flights eight miles east of Dayton, without anyone knowing it. This allowed them to perfect their machine, and prepare to sell it. They felt that the machine was so simple, that anybody could replicate it from a good photograph or even a good eyewitness account.

1905 They continued to develop the Flyer, and made flights up to 38 minutes, still undetected. They tried to sell their machine, but nobody would believe that they had a flying machine, and nobody would believe that they had flown it for months, right outside of Dayton.

1906 The world still claimed that man can't fly, and failed attempts made news every month, while the Wrights sat on a fully developed flying machine, that they wouldn't show to anyone. On Oct 23, Santos-Dumont flew straight line 'hop' of 150 feet.

1907 The brothers spent six months in Europe trying to sell their 'secret' flying machine.

1908 They made the Flyer a two-place machine, for giving instruction. They also modified it for upright seating. The Flyer was sold to the governments of America and France. Wilbur astounded the French in Paris, and Orville astounded America a week later at Fort Meyer. On one of Orville's later flights, he lost control and crashed from 100 feet above the ground, and his passenger Lieutenant Thomas Selfridge died. The crash was attributed to a cracked propeller which severed a control cable.

1912 Wilbur died of typhoid fever.

1943 Fred Kelly published "The Wright Brothers: a Biography Authorized by Orville Wright", which implied that Orville was the true father of aviation.

1948 Orville Wright died of heart trouble, on the same day Mahatma Ghandi was assassinated, and Orville's death was not very newsworthy.

Thanks, Bob. Your contribution appreciated.

## 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:

Richard W. Wicklund  
2405 Elm Dr.  
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 Kupferschmidt	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 Emkevik - 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 [wwick@juno.com](mailto:wwick@juno.com)

### Young Eagles Co-Ord.

Al Kupferschmidt 777-9257  
Assistant - Gary Miller 774-0456

### Flight Advisors

Dale Rupp 653-1054  
Bill Schanis 645-2420

### Tech. Counselor

Bill Schanis 645-2420

### Program Coordinator

Bill Steier 456-0430

## LAKE ELMO AIRPORT ASSOCIATION NEWS

By Jerry Sarracco, President

Recently there has been some conversation regarding the increase in use of 21D as a training site for helicopter pilots. This use and the type of flying was called to my attention. I recently had the opportunity to discuss this activity with the owner of the flight school, located at another local airport. He had a member of his instructor group write up a training procedure that is to be used at 21D.

Naturally they have as much right to use 21D as any of us. Having this procedure available makes it easier for us to interpret what they are doing, or going to do.

If you would like a copy, or to read one, contact me. I have copies available.

With that other season creeping up on us, remember, aircraft operate differently in the cold Minnesota air.

It is with great sadness I report to you the passing of TORA Steering Committee member and member of the LEAA, Bill Prawer. Bill did suddenly while bowling on Nov. 18, 1998. Our condolences to the family.

## WHATS NEW WITH MEMBERS

The Holman Hobo's group continues to clean up minor problems as it develops in the recently restored L-2. It sure looks great.

In a recent edition of the newsletter from Chapter 94 they had a picture and comments regarding a L-2 one of their members recently restored. Bet it is no better than the Hobo's.

Gatis Valters, Valters Aviation owner recently underwent his own valve job. Not his aircraft engine, his own. Reports are that he is feeling great, looks good.

*Watch and listen to the  
night sky.  
It speaks.*

## FOR SALE

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 Aamold. (612)421-2842.

Lyc. IO-360-C1E6 (200 HP/CS) 1376 TTE, "0" SCMOH. Frank Hanish, 612-941-9671.

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

## WANTED

Hard to believe nobody wants anything

November continued from page 1

PROGRAM: Working with Sheet-metal.

SPEAKER: Ron Weber, Maintenance Instructor, NWA

Ron is a New Ulm native. Has taught night school and was one of the original mechanic instructors for Northwest Airlines.

A very interesting and informative presentation on the trials and tribulations of working with sheetmetal. Rivets, sizes, strengths, types, uses.

Also emphasize was the caution needed in drilling out rivets. It is easy to create more problems through carelessness.

Discussion regarding the need for deburring holes drilled for bolts also took place. It is easy to presume that all is well when in fact it is not.

Another topic that created much discussion was the need to determine the grain of metal prior to bending.

A very interesting and educational program.

## YOUNG EAGLES

Based on a recent print out received for EAA Headquarters the following are the 54 members and other pilots that have participated in chapter YE events.

Anderson, Paul	18
Asp, Wayne R.	8
Bauer, Glenn	7
Cahoon, Jack	8
Edlund, Arthur J.	21
Emkovik, Scott	15
Fiebiger, Dave	44
Frank, Gene	63
Hanson, Jeff C.	3
Haumschild, Nanette	2
Hempler Jr., Harold E.	13
Hoffman, Dennis	54
Kupferschmidt, Alan	93
Liedl, Paul A.	33
Marson, Tom	1
Miller, Gary D.	50
Ogborn, Stephen A.	7
Parker, Daniel C.	2
Petersen, Carl S.	1
Rolston, Charles	23
Rupp, Dale	536
(Dale flies at Pioneer Airport during the summer)	
Sarracco, Gerald J.	85
Schick, Michael J.	4
Schanks, Bill	16
Steier, William	9
Stokes, Jeff L.	3
Torseth, Jim	4
Waldron, Robert	12
Westerberg, Robert	11
Wicklund, Richard W.	1
Young, Craig	1

If your numbers of YE flown since the program began differs with the above contact Pres. Dick W.

Based on the two printouts received from Oshkosh the volume handled at their end eliminates the time to edit input. Each fall, about this time, a printout should be requested and edited for proper spelling of names and correct membership numbers. Incorrect spelling has lead to two listings for the same member.

## FROM THE PRES.

December is just around the corner. In fact by the time you receive this newsletter it might already have arrived.

1998 has been a good year for Chapter 54. New members have joined and become active. Old members have expanded their involvement. Events held have been successful. Successful because of the efforts of everyone.

Three of the directors will end their term of office at the stroke of midnight December 31. Hopefully their celebration that night will be only for the new year. Not because they have ended their term and can sit back and relax. Sorry, Bill, Scott and Jim, your replacements will be looking for you three for support and assistance as they begin their term of office. Don't let them down.

Speaking of Jim Anderson, Scott Emkovik and Bill Steier each and every member should give them a GREAT big THANK YOU. Each of them has done an outstanding job. Their contributions have meant much to Chapter 54. When you see them at meetings, around the airport where ever take the time to say THANKS.

The three new directors, Dan Parker, Jim Lund and Gary Miller also should be thanked for being willing to take on the directors work. When you see them or they call you say THANKS, HOW CAN I BE OF HELP TO YOU. Give them support by volunteering and taking part in programs and events. Nothing is more discouraging than to work hard bringing a project to completion and than not get the support of members.

1999 will see new opportunities appear. Spread the word, share the work, share the enjoyment.

From 1-1-99 to 4-1-99 pres. will be at 520-868-4173. Address 3614 North Dakota, Florence, AZ 85232

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



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

## CALENDAR OF EVENTS

### DECEMBER

- 10 The Dr. Harold Deutsch WWII History Round Table. "To Save Bastogne - The Center of the Bulge." Location, Historic Fort Snelling. Minnesota Historical Society, Fort Snelling History Center.
- 12 Cottage Grove, WI - EAA Ch. 93 Free Chili Fly-In. 608-274-7423.
- 12 FAA Wings Safety Seminar. 9:00 am - 11: am. Hennepin Technical College Auditorium, 9200 Flying Cloud Dr., Eden Prairie, MN. 612-941-1212
- 14 EAA Chapter 54 monthly meeting. Christ Lutheran Church, Lake Elmo, MN. Meeting 7:30 pm. Premeeting talk time 7:00 pm. Speaker, Rick Adams - Fighter Aircraft Flying off Aircraft Carriers in Viet Nam.
- 17 Minnesota Aviation History & Education Center annual meeting. 4:30 pm, MN/DOT Office of Aeronautics. Open to all interested. 651-777-9142
- 19 Kissimmee, FL - EAA Ch. 74 Pancake B'Fast/Y. Eagles Day. 407-677-6675.

### JANUARY - 1999

- 9 EAA - Ch. 538 Monthly mtg. 6:30 pm. 602-931-6605
- 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, Composit 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.