

# EAA Chapter 54

## NEWS

Speed Holman Chapter

Chartered May 13, 1958

Volume 42, Issue 3

### MARCH GATHERING

#### BANQUET

DATE: 3-8-99

TIME: 6:30 P.M. Happy  
Hour

LOCATION: Mancini's  
Char House

PROGRAM: Aviation in  
Minnesota.

Speaker: Ray Rought, Direc-  
tor, MN/DOT, Office of  
Aeronautics.

Mr. Ray Rought joined the Min-  
nesota Office of Aeronautics in Feb-  
ruary 1986. Prior to that he was  
with the Michigan Department of  
Commerce, Bureau of Aeronautics  
His first position was as an Airport  
Design Engineer. At the time he  
left to come to Minnesota he was  
Division Administrator. The one in-  
terruption of his employment by the  
State of Michigan was to serve in  
the U. S. Army as a Personnel Spe-  
cialist. Part of this time in South  
Vietnam.

Ray graduated from Michigan  
Technological University with a BS  
in Civil Engineering. In 1978 he  
earned his Masters of Engineering  
from Michigan State University. In  
1972 Ray attended the U of M,  
Center for Transportation Studies  
and Carlson School of Management  
Transportation Leadership Institute.

Ray earned his Private ticket in  
1978.

PROGRAM continued page 2

### FEBRUARY GATHERING

19 members and 3 visitors  
signed in.

Visitors & Guests; Dan Berg-  
strom, Scott Tangen and  
speaker Marion Perhus.

#### Reports:

Secretary - Minutes approved as  
printed in newsletter.

#### Treasurer

Operating Acct. \$3,409.59

Building Fund \$2,657.45

Cash on Hand \$ 60.00

TOTAL \$ 6,127.04

#### Directors

Gary Miller P&P, Need volunteers  
for Flight Expo 99.

#### Program

Mr. Perhus, FAA has been a pilot  
for 17 years.

Marion spoke at length on the  
Wings Program and need for con-  
tinuing education for pilots and non-  
pilots. Many seminars are held all  
over the state each year. He strongly  
urged everyone to attend these semi-  
nars. It is not simply a learning ex-  
perience but is looked at by our in-  
surance companies in a favorable  
light. Thus can help reduce or at  
least control premium costs.

What is cost to pilot. Nothing for  
the seminar. Cost of aviation fuel  
and a flight instructor for the flying  
part of the Wings Program.

When the FAA has the occasion to  
examine pilot log books many times  
they see 3 years of flying on 1 page.  
safety programs and seminars

FEBRUARY continued page 2

Reservations can be  
made directly through  
Greg by calling at 651-  
292-9497.

## CALL SOON

Remember gang that is  
the regular meeting  
night. Don't forget and  
show up at the church.

## DIRECTORS MEETING

March 3, 1999 is the date of the  
next meeting of the Officers and  
Board.

Location, unless notified other-  
wise, is the Anderson hangar.

TIME: 7:30 p.m.

#### AGENDA

Treasurer report and bud-  
get for 99.

Acceptance of resignation of  
Tom Marson as Director. Due to  
family needs at present time.

Appointment of Art  
Edlund to complete term of Tom  
Marson on board.

Other



## PROGRAM continued

Over the years Ray has earned numerous awards from many of the alpha bit organizations, including AOPA, CAP, AAF, and others.

Mr. Rought has been active with the National Association of State Aviation Officials (NASAO), and is presently Chairman, Center for Aviation Research and Education.

Airport improvement and education has been areas that Ray has strong feelings about, (perhaps he might have suggestions as to how 21D can get runway improvements and a better instrument approach).

## Embry-Riddle

Recently, Richard Brueckner, Center Director, Minneapolis Resident Center sent a copy of their schedule for this spring.

Undergraduate class's include; Business Law, Systems Safety in Aviation, Aviation Legislation.

Graduate class's included; Human Factors in the Aviation/Aerospace Industry, Human Factors in Aviation, Air Carrier Operations.

For information call (651)905-9595.

It is always good to see additional education opportunities available in the area.

## FEBRUARY continued

With 75 safety programs and seminars held each year there is little reason for a pilot to not attend one.

Marion reported that there were 41 accidents/incidents last year. 12 by agriculture pilots, 25 by commercial pilots, 4 by private pilots. Causes: weather, low flight, buzzing, ran out of gas.

Much discussion then on "incident" that happened Saturday in WBL area. 757 Captain made an emergency landing with a L-3 he was flying. Out of gas, cannot prove it. No injuries. Flight from Illinois to Anoka Co.

Marion also discussed ramp checks, which are held periodically. More frequently at some airports than at others. Usually only when there are numerous complaints. Phrase "I'm with the FAA. I'm here to help you." should not instill fear or antagonism. FAA inspectors cannot take you license. Be safe. Be open. Maintain a good attitude.

A pilot may also request a ramp check. FAA handles 25 airplanes a day. They advise only. Look at the FAA as you would your physician. Would you want your doctor to tell you to take 2 aspirin and come back next month. Or, do you want an examination to treat the problem. FAA will help treat the problem. Advisory in nature only.

For a list of Safety seminars check the web page. [www.faa.gov/fsdo-msp](http://www.faa.gov/fsdo-msp) or call 1-800 weather brief.

Marion can also be reached on his direct line 612-713-4202.

In closing Marion said that when he goes, he wants to die like his grandfather did Quietly and peacefully in his sleep - not like the 200 screaming passengers behind him!

A good supply of hands outs was left for everyone.

## A Breeze Tail

*Once upon a time a 21D pilot owned a Breeze. That was before he got the bug to build an RV-6. It was sold and moved on for further adventures. What ever happened to the Breeze. Recently Gene Frank, previous owner received the following.*

13,000 ft, 27 degrees, Carson City Nevada below, the Sierra Mountain range ahead. Behind, memories of twelve months traveling around the United States, sharing the Breeze (Anabelle) with over 1600 people. That day in the sky we had a special bond at your corner of America! We usually met at an airport near your home. After introducing ourselves, I told you I was flying to the 48 states promoting cancer awareness. You then may have heard "want a go for a ride?" Somewhere on the aircraft before I finished the sentence. Others said, or thought "your nuts." But, if you hung around me long I'd have you up there. Right? The Breeze is magic! People either loved it for it's romantic, adventurous charm, or didn't acknowledge it existed. The real magic was the connection we had sharing the air, or experiences of cancer with family or friends. Some made known they were survivors of cancer. Others have cancer. I want to tell you a few stories of these people I met around the country! First, I'll take you over the Sierra Nevada Mountains. This was the last leg of my journey. It began Sept. 14, 1997 from Dupage co. airport, IL. Thought when I left there, I'd be returning a year later, but instead my destination is Santa Rosa, CA -(Vickie). It's Oct 1st, 1:30 I spent the day before in Winnemucca, Nevada.

BREEZE continued page 5



## EAA CHAPTER 54

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Richard W. Wicklund  
2405 Elm Dr.  
White Bear Lake, MN  
55116-5577

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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 DeJorn - Housing 651-439-6926  
Tom Marson - Education (715)386-3448  
Gene Frank - Membership 651-451-8187

### Newsletter Editor

Dick Wicklund 651-777-9142  
e-mail: rwick@juno.com

### Young Eagles Co-Ord.

Al Kupferschmidt 651-777-9257  
Assistant - Gary Miller 651-774-0456

### Flight Advisors

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

### Tech. Counselor

Bill Schenka 651-645-2420

### Program Coordinator

Dan Parker 651-430-1532

# LAKE ELMO AIRPORT ASSOCIATION

Jerry Sarracco, President

March 3, 1999 there will be a meeting of TORA. Seems there is a group presenting legislation to halt all growth of the MAC "Minor Use" airports. The group is getting together with all the cities and townships that are within 2 miles of a MAC airport. If the group gets what they want any update on a "Minor Use" airport would have to be approved by the legislator.

(Seems like another place where we the tenants are caught between MAC and locals. Pilots want safe airports, communities want less traffic, MAC wants ??????????)

## FLORIDA FLYING

Jack Doke, member of 54 an past 21D pilot, sent the following.

Hello, I'm the Florida member of Chapter 54. Sometime ago the 54 pres asked me to write about how flying in Florida was. It is GREAT!

I lived in MN most of my life. Worked for United Airlines for 42 years. Had many jobs with them but spent the last 15 years as operations shift Mgr. In 1980 I started flying again (I had got my start in 1948 but had to stop in 1952 to raise 5 kids) out of Benson's Airport WBL. Bought a 172 and moved to Lake Elmo in about 1984. Since then I've gone through 7 aircraft, the Cessna 172, a 170, Citabria, 4 Bonanzas. Currently flying a 1947 Bonanza, wife says last airplane.

I retired from United in 1991 and just got tired of the MN winters. In 1997 moved to Winter Haven, FL. Right in the middle of the state between Tampa (50 mi) and Orlando (45 mi). I was lucky to find Winter Haven Airport that almost as good as Benson's and Lake Elmo.

We have a very active pilot group, most are retired types. One is 82 years old and flies an Ercoupe. He also plans activates for the group meeting, fly-ins, etc.

Nov through April we try to fly as a group to some place every week. It's great fun.

FLORIDA continued page 4

*Take the time, pay any price,  
do whatever is necessary to become the  
very  
best at what you do.*



## On the Go

The middle of February, all most, and have not been to an EAA meeting. Need a fix, bad.

Solution: Chapter 538 Phoenix meets on Saturday evening the 13th at 6:30 p.m. Jane time for another trip.

The chapter meets in a community room at a park near Deer Valley Airport. Group of about 25 - 30 attend normally.

The President called the meeting to order quite promptly at 6:30. (For Ch. 54 members that get the RVator publication his picture is on the back of a recent issue.) Sign up sheet passed around. Guests requested to list address as well as name, sounds familiar.

Reports were given by Treasurer and Tech. Counselor. Tech. Counselors only comment was regarding a recent filing of a law suit against Van's in regards to the accident where a wing fell off an RV resulting in the death of the pilot.

After the reports a video was shown regarding the first flight of a Kitfox Series V, built by one of the ch. members. Interesting item was that on the first go around in the pattern a passenger accompanied the pilot/builder. Guess it was either another Series V builder or an instructor. On the second trip around the pattern, upon landing the tower requested he expedite clearing the runway, with the first taxi way close to a block down the runway. This drew a lot of laughs from the group.

PROGRAM: Did not get the name or company represented by the speaker someone local here.

TOPIC: Importing Chinese CJs. Speaker was interesting. He discussed some of the difficulties of importing aircraft. Differences in building methods. The CJ it seems was first built around 1960. New ones still being built and are exactly the same in every way.

Engine is a 285 h.p. 9 cylinder radial, although some have up to 360 h.p. The aircraft is a airforce trainer. Tandem with the pilot/student up front and the instructor in the back. Interesting feature is that the instructors controls can override any input by the student.

No hydraulics, air is used instead. Air brakes controlled by a bicycle brake type handle on the stick and use of rudder peddles for directional control. If the instructor wants to override braking action it is only necessary to push what to us would appear to be a push to talk button on the stick. Since this releases the air supply problems can develop if activated accidentally. Air is also the method of starting the aircraft. Air fed into cylinders on down stroke to turn over the engine until it starts.

The Chinese Air Force retires these aircraft at 4,000 hours. Being trainers they have had many, many landings in this time frame. Engines replaced with new ones when needed. No effort made to overhaul. It is anticipated that the engine should be good for about a 1500 hr. TBO. New engines used to cost about \$9,000, since the Chinese have begun to read "Trade-A-Plane" cost has gone up to about \$15,000 for a new engine. This is a complete engine ready to install and fly.

One of the first projects on arrival is to remove the radio gear. It is all tube and crystal stuff. ADF weighs about 50 lbs.

Aircraft are licensed by the FAA as Experimental, Exhibition aircraft. Creates need for some fancy paper work if an owner wants to fly cross country for personal use. But, it can be done. After all pilots need to take familiarization flights.

Interesting meeting. Jane even enjoyed the program.

Only down side was the lack of friendliness. A good reminder to 54. Talk to guests. Make them feel welcome.

FLORIDA continued

Flying down here from Nov. through April is great. April to Nov. it's best to get your flying in before 1 or 2 p.m. since after that heat and thunderstorms start to build. It's best to be in the hangar then.

There are many neat places to go here in Florida. South to Lantana, by West Palm Beach, North to Daytona and Ocala, West to St. Petersburg and Sarasota, East to Sebring, Vero Beach. All about 1 to 1 1/2 hours flying time or less.

It is possible to fly 350 days out of the year.

Only thing I've found is the lack of a good EAA Chapter close by. The only good one is in Lakeland.

In April there is "Sun and Fun" at Lakeland, only 20 miles away. I've been there twice. Just like Oshkosh, but, not the crowds. I'd like to invite anyone from 54 who would come down to please contact me so we could get together. I would show you around.

That's flying in Florida. Hope to see you all in May or September when I'm in MN.

Regards, Jack Duke

(Thanks Jack, just right, How about humidity. Here in AZ it is about 7 percent. Recently saw Florida was 93 percent.)





## FOR SALE

74 Piper Warrior - PA28-151.  
IFR, TTAF 4,000, 1700 SMOH, all  
logs. Tanis, Blue & White. \$39,500  
OBO. Mike Schick W-715-247-  
3500 H- 715-386-9356.

1971 Spezio Tuholer, canopy/  
open cockpit, Lyc. 0-290-G, 1125  
hrs. TTAE, 240 STOH, new fabric  
1997, oil cooler, mode C, heater,  
aux. fuel. \$17,500 or trade for Witt-  
man Tailwind. Dan Bergstrom,  
651-777-2680.

Christavia MK4 project, 4 place,  
conventional gear, high wing. Also,  
Lycoming 0320-11 at TBO. Mat-  
thew Stafford 651-699-1271.

Cessna 150G. No information.  
520-926-2004.

Cherokee 180, \$29,000 Doug  
602-654-4827.

Cessna 170B, 1953, 3850 TT,  
300 SMOH 602-460-0639.

1943 L-2, TTAF 3,792, C-A65-  
8F) SMOH. Apart. \$13,000. 517-  
349-1753.

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  
Aamold, (612)421-2842.

Lyc. IO-360-C1E6 (200 HP/CS)  
1376 TTE, "0" SMOH. 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  
Radinzel, 715-549-6314 E-mail  
radinzel@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 EIT for Osprey 2. Also,  
a encoding Transponder. Call Grant  
Radinzel at 715-549-6314. E-mail  
radinzel@win.bright.net

### BREEZE continued

The next day I traveled to Carson  
City, refueled, and now climbing out  
of 13,000 ft. It's cold! There were  
strong winds and downdrafts that  
day making climbing difficult. I  
made two initial attempts to cross  
the range, each time losing the alti-  
tude I needed. The 3rd was success-  
ful passing over the peaks at 10,500  
ft. My hands were numb, so I  
would sit on them one at a time.  
This process lasted about an hour.  
Over Lake Tahoe the down drafts  
quit, and at Donner Pass the terrain  
started lower. Hands warmer, but  
encountering clouds I found my self-  
part of a sandwich between clouds  
and rock. Landed at Auburn, CA.,



finally! The flying time two  
hours, twenty minutes. Another  
two hours flying time to Santa  
Rosa, CA. encountered light rain  
and cold, much better than the  
mountains though.

*So that's where the Breeze  
went. Covered all 48 states.  
Gave joy to numerous cancer  
patients, parents and friends.*

*How many of us would even  
consider such a contribution.*

## FROM THE PRES.

Today, February 20, 1999, I  
felt the need for a airport fix.  
Had not spent any time just air-  
port bumming since arriving in  
AZ.

Got a late start because of  
friends from WBL stopping by  
for lunch. They bought so OK.

Made it to 3 airports between 2  
and 5 this afternoon. Other than  
Warbird rides, 3 T-6's, at one air-  
port and lots of jumpers at 2 air-  
ports very quiet.

No one to talk to. Found a  
few aircraft for sale posted on  
board at one FBO. No staff  
around to talk to.

One interesting bird is a L-3 in  
parts. Pictures look good. Might  
try to contact owner and get the  
story.

For those that might be inter-  
ested, pres. can be contacted at  
(520)868-4173. 3614 N. North  
Dakota, Florence Gardens, Flo-  
rence, AZ 85232. e-mail wwick-  
@juno.com will still work.

