

EAA

Chapter 54 News



<http://www.eaa54.org>

President's Column

This is the last column I will be writing as President of Chapter 54. So let me seize this opportunity to thank everyone for all of the great support during the past two years. We went through some pretty tough times and a lot of people had to come forward to help this chapter and its members move ahead.

The great storm of August 2000 caused a lot of damage to aircraft and property, including the building that housed our chapter-meeting place.

Through the generosity of the Christ Lutheran Church of Lake Elmo, we were provided a place to continue our meeting activities. This was the second time that the church made their facility available to us so we could continue to function through some hard times.

Now we are embarking on a new era. (I feel like Abe Lincoln). We are blessed with having some really good, hard-working individuals as members of our chapter. They have helped to pull us up by our bootstraps to find a way for us to have our very own chapter building.

Once it was just a dream and now it's a

reality. It (the building) is finished enough whereby we will be able to hold our meetings there. We need to have the carpet laid and we need to finish the trim around the door and window frames. It will then be completely (?) finished.

Of course, with a chapter building we will have greater financial responsibility as a chapter. Never in the history of Chapter 54 have we had to concern ourselves with payments for property lease or heating or electricity or insurance. Along with ownership comes debt.

We need ideas for fund raising to help pay these debts. I don't think the pancake breakfast revenue will be enough. Our membership has been increasing in numbers and that will help. I'm not making a pitch for money here, I'm just thinking out loud. We all need to give it some thought. We have more problems now we need more

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Bill Schanks

"We need ideas for fund raising to help pay these debts. I don't think the pancake breakfast revenue will be enough."

December meeting

- Monday December 10, 2001
- Chapter House, Entrance B, Lake Elmo Airport
- Social hour, 7 p.m. Meeting starts at 7:30 p.m.
- Program: TBD

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From the Editor

I'm pleased that Bob Waldron has asked me to assume the editor duties for EAA Chapter 54. I really haven't had a chance to scope out the nuts and bolts of this task yet, so please forgive me if this issue looks as though it was cobbled together. It was, in fact, cobbled together.

I've had, however, some general ideas on things I'd like to do with your help. Obviously the more material I can accumulate from members over the course of a month, the more substantial the newsletter can be.

The newsletter's main function, of course, is for announcements that mem-

bers wish to share. But I'd also like to develop more features about members and their activities. For example, each month I'd like to present a member profile; a member's background, his flying experiences, projects he may be working on etc.

I'd also like to develop additional feature stories about specific members' experiences. Maybe you're into ultra-light flying, or maybe you're flight testing a project, or you just returned from another country and got a chance to work in another air control system. You don't have to provide the complete

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Bob Collins

Building Fund Update

Marlon Gunderson

Thirty-five members have made donations. Three members have made pledges yet to be fulfilled.

Donation amounts have ranged from \$50 - \$200, with \$100 being the most common.

We have receipts totaling \$3775 and \$300 in outstanding pledges for a potential total of \$4075, which is \$925 more than last month and only \$425 short of our \$4500 goal. One donation was sent by Chuck Larsen from Oshkosh in memory of Jack Hickey (who I assume some in the club knew).

We would like to wrap the fundraising effort up next month and put together some form of recogni-



tion to the donors in the clubhouse, so if you haven't contributed and would like to help the Chapter reach it's goal and be recognized along with the other donors, please contribute by early January.

If you have pledged and are waiting to get your donation into the 2002 tax year, please also send it in early January. If you are waiting for tax exempt organization status, it does not look like that will occur prior to the completion of the fundraiser, but I am told that tax exempt status should be retroactive to our tax exempt organization application date once approved, although this will only be helpful if approval comes prior to your tax return due date.

-Marlon Gunderson
Ch.54 Building Completion Fund Committee member
mgundy@mediaone.net

November meeting at a glance

There were 30 people there and we elected new officers. The program consisted of a few of the members talking about the building of their projects. There were reports by the various committed members.

List of new officers:

President - Dale Rupp

Vice President - Paul Hove

Secretary - Nick Stolley

Treasurer - Paul Liedl

Newsletter Editor - Bob Collins

New board members- Jerry Sarracco

List of people that talking about projects; Dale Rupp; RV-6 Scott Hutchinson; RV-7, Dick Stright; Koala, Jim Lund; Pits special and Acro sport II, Dave Holmes; Super Stinker

Reports by committee members; Jerry Sarracco; Airport Assoc. Al Kupferschmidt; Y.E., Dave Fiebigger; housing Art Edlund; Education and flying start.

From the Editor

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article (although that'd be helpful), you just have to let me know and we'll get together on the phone. I'll get some information and I'll write a story. Depending on the angle, I may add some pictures etc. But the key is to let me know.

Sometimes I'll post a "coming up" list in the newsletter and depend in you responding to me via e-mail and then I'll pull all the various e-mails together into a story. For example, I'm interested in pulling your experiences together about flying after Sept. 11. Are the controllers' attitudes different? What's happening on the frequency? What's happening with you? Does flying feel different? How? Send me an e-mail at bcollins@visi.com.

Overall, my goal is to work on the newsletter during the course of the month, rather than wait until the last minute. So please keep information flowing, even if you haven't received the monthly "send me something" e-mail.

And finally, I'm hoping to be able to provide a pdf copy of the newsletter online rather than an html copy. This would preserve the look and feel of the newsletter and eliminate extra work. You will need Adobe Acrobat Reader on your computer, however. I'll be happy to walk you through it if you send me an e-mail.

Thanks again for your support of the EAA chapter newsletter. -Bob

Classifieds and Notes

☐ We have a few items left over from the clubhouse project:

1. 4 each Sonatubes 4' X 12"
2. 2 each white boards

These items are free, see Dave Feibiger Housing Chairman

☐ We also need a vacuum cleaner if someone has one they are willing to donate.

☐ Gary Miller, 651.744.0456, has a used set of Bendix Mags for a 6 cyl. engine, \$175.00 for both.

☐ Dale Rupp of Mahtomedi is being recognized by the Aviation Foundation for having given more than 900 young people a free demonstration airplane ride as part of the Aviation Foundation's Young Eagles program. The Young Eagles program introduces new generations to the world of flight (from White Bear Press)

Jerry Sarracco, Membership Chairman

☐ Ray Hassman is beginning work on a Hummelbird, is an aluminum, 300 pound, low wing, single place, conventional gear, 1/2 VW-powered aircraft. He's looking for a book on sheet metal written by Ladislo Pasmany (name may be misspelled). Would you have that book and sell or lend it?

rhassman@presenter.com



E-mail Notam Alerts

AOPA has started a new service for members. When airspace rules change around an airport, we'll e-mail a special, personalized ePilot bulletin to every AOPA member within 250 miles—if we have your e-mail address and you're an ePilot subscriber. No need to check the Web site every few hours.

Also, because many of these future airspace changes will affect a relatively small number of pilots, AOPA won't always post them on the homepage, which is read nationally. But we will always send an ePilot bulletin to members in the area.

If you already receive ePilot every Friday, you're all set. If you're not registered and want to receive your own copy of ePilot and the special bulletins, see AOPA Online.

Treasurer's Report

Cash on hand	\$ 25.00
Checking Acct.	\$1776.78
Savings Acct.	<u>\$3825.31</u>
	\$5627.09

Income in December consisted of \$360 in dues, \$300 for calendars, and \$1025 in building fund donations for a total of \$1685. Expenses for the same period were \$470.70. They included \$180 to EAA National for 2002 fees and liability insurance, \$119 for three months building insurance, \$60.99 in building refurbishment expenses, \$22.68 for Young Eagles, \$70.17 for newsletter publication and mailing, and \$17.86 for meeting refreshments.

SportAir Workshops

On Saturday and Sunday January 19th & 20th, EAA will be holding an EAA

SportAir Aircraft Builders Workshop at EAA Headquarters in Oshkosh, Wisconsin. These workshops teach people how to build their own aircraft.

If you have any questions, please do not hesitate to contact me. Thank you supporting this important EAA educational program.

Charlie Becker
EAA SportAir Workshops
1-800-967-5746
www.sportair.com

Paul Liedl

President's Column (Continued from page 1)
solutions.



On Jan. 1, Chapter 54 will have new officers. Please continue to offer the same enthusiasm and support that you have all shown in the past. It is very heartening to see the interest shown in our chapter by the increase of membership and the increased attendance at the meetings. (Standing room only at the November meeting).

Our new board is excited and anxious to get started planning activities for the upcoming year.

They have some good ideas for interesting programs, so I'm sure that the meetings will be well attended and in-

formative.

The newsletter is coming out a little late this month because I'm late getting this column written due to a computer virus. I think I have it cured now, so newsletters in the future should be more timely. Also, we have a new newsletter editor, so please welcome Bob Collins on board. The December meeting will be held on Monday, the 10th. The time is 7:00 for social stuff and 7:30 for the official starting time.

The meeting will be held at our new Chapter House just inside the Bravo entrance to the Lake Elmo airport. Just look for a beautiful little building with a brand new 12 ft. deck and a lot of cars parked nearby. To the best of my knowledge we don't have a program planned. However, we always seem to come up with something, so I don't think you will be disap-

Chapter Video Library

Basic Aircraft Welding
Bob Hoover - Aerial suite
BRS Inc. '92 revised promo tape
Building the Voyager
Carriers
Denny Aircraft Co - STOL, FoldingWing, Towable, FunFlying Aircraft
EAA Volunteers - We make a difference - 8 min.
Especially for EAA Chapter 54 5 min
Fighter Aces of World War II
Flight Deck
GeoBee
How They Fly the Concord
IFR Operations
Kit Fox
Navy Training Video - 1942 Using SNU-T6
Oshkosh 84 Mach Two to Oshkosh
Oshkosh 84 Freedom of Flight
Oshkosh 85 Aviation Odyssey
Oshkosh 86 An Air if Adventure
Oshkosh 86 Theater In The Woods

Oshkosh 87 Home Again + Theater In The Woods
Oshkosh 88 Oshkosh Close Up
Oshkosh 89 Jennies to Jets
Oshkosh 90 Gateway to Aviation
Oshkosh 91 Aviation at its Best
Oshkosh 92 Excellence in Aviation
Oshkosh 93 Freedom of Flight
Oshkosh 94 P40 - SuperCubs
Oshkosh 95 Aviation Unlimited
Oshkosh 96 Aviation Odyssey
Oshkosh 97 World of Wings
Oshkosh 98 Untitled
Petrel Demonstration Video 1990
Prescott Pusher - promo
Student Flight Check in SNU-T6
Super Cubs - promo
VFR arrival procedure Oshkosh 1992
VFR arrival procedure Oshkosh 1997
VFR arrival procedure Sun 'n Fun 1999
Vision of Eagles
Young Eagles - Cliff Robertson

Why People Don't Fly

Each year I donate a flight to Catalina Island to the fundraising silent auction at my daughter's school.

Each year somebody buys it for a few hundred dollars. I wish I could say that each year the purchaser is delighted with the trip, but in fact hardly anyone ever actually takes it.

I suppose that they bid on it in a haze of Chardonnay-induced optimism, but in the cold light of dawn they begin to imagine themselves dog-paddling in mid-channel, Reeboks full of water, children imminently orphaned, and so on, and so they keep postponing the trip until it fades from memory.

Mindful of this pattern, I described the offer for this year's auction catalog as a flight with "aviation safety maven" P.G., or something of that sort. I figured that having meditated upon countless accidents for *Aftermath*, I now qualified as some kind of expert.

Whoever put together the booklet, however, apparently didn't like my wording and changed it to "aviation safety buff." The word "buff," which seems to me more or less interchangeable with "hobbyist," at once distorted and trivialized my relationship with aviation safety. But then perhaps everyone is a safety buff who is not a death buff.

Despite the goofy wording, someone did pony up \$400 for my services. I was still in the middle of trying to persuade last year's buyer that we stood a good chance of getting back from

the island alive—she kept glancing down doubtfully at her adorable three-year-old and saying, "Well, I know, but..."—when this year's buyer, a gloriously statuesque woman of Indian extraction, strode confidently up to set a date.

She, her husband, a friend of theirs and mine, and I flew out to the island in a Cherokee Arrow on a Wednesday morning.

It was hazy—too hazy for much of the impressive and repellent expanse of Los Angeles to be discerned. We took off from Van Nuys and flew through the "Los Angeles special flight rules area"—or as we who have nervously threaded it for decades prefer to call it, the "corridor"—that transforms L.A.'s Class B airspace, topologically speaking, from a ball into a doughnut. This is one of the high points of the trip; passengers are always astounded to be flying right over the center of Los Angeles International Airport at 3,500 feet while the big jets take off and land incessantly, often several at once, directly beneath them. It gives them the thrill of voyeurism and the sense of committing a criminal act at the same time.

On emerging from the corridor at the south side of LAX, we began a climb, and as a safety buff I felt it was my duty to explain that, in order to be able to glide back to dry land in the event of a power loss, we would ascend to about 5,500 feet by the middle of the channel, which is about 19 miles wide (not the 26 of the old Four Preps' song—Twenty-six

miles across the sea, Santa Catalina is a-waitin' for me. The island of romance, romance, blah blah blah, etc...).

I felt the disingenuousness of this explanation as I was giving it. As with most aeronautical enterprises, the devil is in the details. If the engine were to stop running in a sudden and catastrophic way somewhere between the Palos Verdes peninsula—which is a promontory, not a peninsula, by the way—and the island, the Arrow would be hard pressed to glide as much as 9.5 nm from 5,500 feet; and for that matter it might be difficult on a hazy day, if the failure did not occur precisely at mid-channel, to know which way to glide. There are cliffs on both shorelines, and so a desperation forced landing would probably end up in the water anyway, but it would be better to be a hundred yards offshore than several miles.

As I learned when I took a course of water survival training preparatory to riding in a Navy jet, I am not that strong a swimmer, especially when fully dressed. For that matter, ditching is a very uncertain enterprise with many hazards of its own.

I did not explain any of this to my passengers, who seemed quite unconcerned. What's more, they were right to be unconcerned. The chance that the engine would quit at all, let alone during the tiny slice of time we would spend in the middle of the channel, was infinitesimal—hardly even worth considering.



"As with most aeronautical enterprises, the devil is in the details."

by Peter Garrison, *Flying Magazine*



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Calendar

Fly-In and Chili Feed

Ski-Planes and Wheels

Packed Runways for Ski-Planes

Saturday Jan 19, 2002

10:00 a.m. to 2:00 p.m.

MARSHFIELD AIRPORT

Marshfield, WI (MFI)

Sponsored by:

EAA CHAPTER 992

Center City Flyers

