

EAA Chapter 54

Volume 41, Issue 3

March 1998

MARCH MEETING

Date — March 9, 1998
Time — 6:30 PM Social Hr.
7:30 PM Dinner

Location — **Mancini's Restaurant**

Yes, this is banquet night.
Hope that you remembered
to mark your calendar.

Speaker — Sherm Booen

Contact Greg Bauer, 292-9497
for ticket information and/or
reservations.

Latest information received is
that there are about 80 people
already signed up. Call soon,
before it is to late.

Speaker - Sherm Bone is a name
that most long time Twin Cities
people should remember.
Sherm used to host a aviation
program titles "World of
Aviation" on TV.

FEB. MEETING

February meeting brought to order
at 7:30 p.m. by V.P. Al
Kupferschmidt.

Guests: Betty Isaac's and Nick
Stolley, Nick is the newest
members as he joined that night.
Nick is a sales rep. for CompUSA,
student pilot, 30 hrs., 17 yrs of age,
great to see the younger ones join,
they are the future of EAA and 54.

Reports; SECRETARY accepted
as recapped in newsletter.
TREASURER ckg bal. of
\$2,507.11, cash on had of \$459.00
and \$835.00 in bldg. fd.
MEMBERSHIP, Jim Anderson
requested updated list of members.

The Treasurer had list available.
MAC, Mitch Killian gave up-date
on the Noise Abatement Plan.
Handouts distributed. Warren
Isaac's brought two old books for
review. "Reminisce Magazine" &
50th Anniversary of MN Air
National Guard, 1921 - 1971"
(Editor would like to see).

PROGRAM; Bill Steier
introduced Bob Donatell and the
topic R/C flying. Bob brought
aircraft and equip. along to show.
JIM A. & GENE F. furnished
coffee, donuts etc. THANKS

10 FOR 97

EAA YOUNG EAGLES HONOR ROLL

Just received the Honor Roll
report from Oshkosh.

Listed were the following
Chapter 54 members:

Al Kupferschmidt
Gary Miller
Dale Rupp
Gerald Sarracco

(By the way Jerry, Ted
Wagner says HI)

Non- 54 member but flying from
Lake Elmo, Vern Hahn
Hope your editor did not miss
anyone.

CONGRATULATS TO ALL.

WORK PARTY

Latest info. indicates that 9
members signed up for work
party at Oshkosh. I know the
Pres. was not on the list so make
it 10. Please contact V. P. Al
Kupferschmidt if you plan to be
there. It helps us, and Oshkosh,
to know who to expect, arrange
car pooling, etc.

CHAPTER 81

President attended their Feb.
meeting. See April newsletter
for info. Interesting group.

DUES

Hopefully all members noticed the new address label format last month.

From this time on it is the plan to have your dues status indicated on the label. Any corrections please call Treasurer, John Thomas.

NOTE: Due to the editor being in AZ for a short time your status might be incorrectly stated if dues paid after 1-15-98. Editor took labels for 3 months issues to AZ.

WHERE IS THE PRES. - ANYONE CARE

Your president is suffering through the beginning of a two month stay in Florence Gardens, Florence, AZ. So far the weather has been great, compared to MN. More rain than other years. So far the only aviation experience has been a trip to the Pima Air Museum in Tucson on Sunday afternoon. Weather was perfect cool, cloudy. Most of the aircraft are displayed outside so the relief from the sun was appreciated. Asked for volunteer Jim Jilek. He was gone on a trip.

Have plans to attend some EAA chapter meetings nearby. Strangely two of them meet on Saturday nights. Have to call up officers listed in 97 book and see about making a few. Would be interesting to find out how others chapters operate.

JANUARY ITEMS LEFT OUT OF FEBRUARY NEWSLETTER

40TH ANNIVERSARY

Rosemary Frank says all set to go ahead and firm up commitments. Date **JUNE 20, 1998, TIME 12:00 NOON TO 4:00 PM.**

Location, Valters Aviation, Lake Elmo Airport. Speakers, Bob Mackey, Executive Director of Chapters, EAA Oshkosh. Chuck Larson, Executive Director of Education, EAA Oshkosh, and past President of Chapter 54.

Additional speakers yet to be announced. Publicity poster is being developed.

ADVERTISING IN NEWSLETTER

Editor, Dick Wicklund has been approached regarding selling adv. space in the newsletter. The board has agreed with this move. There have been a few questions left unanswered. Should there be limitations, only aviation related, non-aviation related only if by a member of 54, etc. Comments regarding this should be directed to either the editor or president. Sale of adv. would not affect the FOR SALE, WANTED column.

JANUARY MEETING

Those not in attendance missed another good one. The speaker was Mark Davidson, Chief of Public Affairs, 934th Airlift Wing, U. S. Airforce Reserve. His topic was the mission and compliment of the unit.

The 934th flies C130 aircraft out of Minneapolis/St. Paul International Airport. The wing has 8 C-130,s, 350 full time and 900 part-time members. Of the full time staff 150 are Air Reserve and 200 civil service.

The wing is one of only 2 reserve units flying 130's out of a total of 38 units.

The aircraft and crews fly 300 days and nights per year. Each crew flies about 120 days and nights per year.

Total local expenditures for the wing in 1997 was \$36,000,000.00. Cost to the Air Force is about 1/3 the cost of a fully active wing.

Another winning program arranged by Bill Steier.

*If you try enough
different things in enough
different ways
and you learn from
each trial, then you
must inevitably be
successful.*

EAA CHAPTER 54

NEWSLETTER

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, Editor
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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 meeting location.) Dues are \$20.00 per yr. for Regular membership. Contact the chapter for other classifications.

OFFICERS

President - Dick Wicklund	777-9142
Vice-Pres - Al Kupferschmid	777-9257
Secretary - Rosemary Frank	451-8187
Treasurer - John Thomas	430-1684
Past Pres - Dale Rupp	653-1054

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Scott Emkovic - Social	430-9357
Bill Steier - Program	456-0430

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AIRCRAFT BUILDERS' CONFERENCE

Date & Location: April 4th & 5th, American Wings Museum, Anoka Co. Airport.

Times: Saturday, 8 am to 5 pm and 6 to 8 pm. Sunday, 8 am to 4 pm.

For information: Call 800-967-5746. Presume also can get information from web site, www.sportair.com.

2 1/2 day hands-on weekend conference will give an eye-opening introduction to the wonderful world of homebuilt aircraft. Three 4-hour workshops will be presented: Composite construction, Fabric covering, Sheetmetal construction.

Participants will attend all three workshops, each taught by a professional instructor with extensive experience. After learning basic construction methods you'll actually try them.

Two 2-hour seminars will be held: Aircraft engines, What's involved in kit building.

Engine seminar will give general overview. Kit building seminar will discuss the time and money required, tools, workspace, common obstacles. How to involve the family, test flying, regulations that apply and other relevant items.

FOR SALE

Nothing ??????????????????

FOR RENT

Last update there was still a T-hanger unit available at Lake Elmo Airport. South side between Lema and Mike lanes. Contact Bill Murphy, 430-9043

WANTED

Osprey II needs and engine. 0320-E with dynafocal mounts. Grant Radinzel needs this for his recently purchased, damaged Osprey. He is willing to purchase engine or will take partner with engine.

Grant is also willing to sell 1/2 interest in the Osprey for \$8,000.. Call Grant at 715-549-6314.

RECENTLY RECEIVED MESSAGE FROM A LITTLE BIRD

This morning while sitting on the patio, yes the rain in AZ had stopped, a little bird landed on a vine.

He saw my aviation magazines and MN address. Said that he recently was visiting with another bird that was from MN. This second bird was telling him/her about a person from a EAA Chapter 54 who recently ordered a kit for an airplane. Thought that the airplane was called an RV-8. Hesitate to believe messages received from birds. Could it be true?????

The following letter was received from Minnesota Department of Transportation - Office of Aeronautics. Your editor felt it was necessary to copy the letter in total for members information.

1998 MINNESOTA AVIATION CAREER EDUCATION ACADEMY.

Dear Aviation Enthusiast:

I am taking this opportunity to announce the 1998 Minnesota Aviation Career Education (ACE Academy). The Academy is sponsored by the Minnesota Department of Transportation, Office of Aeronautics and the Federal Aviation Administration. The Academy is offered three times during the summer: June 21-27, July 19-25, and August 2-8.

The Minnesota ACE Academy is a week long program which allows up to 72 of Minnesota's young people, who will be in grades 10-12 during the 1998-1999 school year, to explore a wide variety of aviation careers. This is their chance to explore a future career today.

During this week, the students will tour Northwest Airlines training and maintenance facilities, go behind the scenes at the Minneapolis/St. Paul (MSP) International Airport, visit the control tower at MSP, and see first-hand how air traffic controllers help make flying one of the safest modes of transportation. They will use a computer program to design a glider and then build their design out of balsa wood to see how well their aircraft really flies. During the week, they will also be given the opportunity to fly with a flight instructor in a glider and a single engine aircraft. In addition, an evening trip to Valleyfair will expose them to zero gravity and spiral spins.

The cost is \$250.00. This includes all lodging, meals, and transportation from Sunday evening through Saturday breakfast, as well as all flights, tours, instructional materials, activity fees, and a T-shirt. Financial assistance is available for students who qualify.

For more information contact Gordon Hoff of my Staff at (612) 297-7652 or by e-mail at gordon.hoff@aero.dot.state.mn.us.

Sincerely,
(Signed) Raymond J Rought
Raymond J. Rought
Director

(The above and pamphlet being sent to Tom Marson, Director - Ed)

CALENDAR OF EVENTS

MARCH

4 CHAPTER 54 BOARD MEETING - Jim Anderson hanger.

6-8 Casa Grande, AZ fly-in

9 CHAPTER 54 MEETING NIGHT. BANQUET

14 SCOTTSDALE, AZ -

Constellation Grp. Spring Connie Flying Program. 602/443-3967.

28 PUNTA GORDA, FL. EAA Ch. 565 Air Show. 941/575-6360.

APRIL

4-5 MINNEAPOLIS, MN - EAA SportAir Workshop

5 FT. MYERS, FL - EAA Ch. 66 Pancake B'fast. 941/945-7000.

13 CHAPTER 54 MEETING NIGHT.

MAY

2-3 CHAPTER 54 ANNUAL WORK PARTY WEEKEND. EAA OSHKOSH.

6 CHAPTER 54 BOARD MEETING. Jim Anderson hanger.

11 CHAPTER 54 MEETING NIGHT.

31 KENOSHA, WI - IAC Ch. 8 Fly-In B'fast. 414/282-3250.

JUNE

6-7 OSHKOSH, WI - Acro Sport Fly-In. Pioneer Airport. 920/426-6530.

8 CHAPTER 54 MEETING NIGHT.

13 INTERNATIONAL YOUNG EAGLES DAY.

20 CHAPTER 54 40TH PARTY

FLYING UP THE MISSISSIPPI BY Dale O. Rupp

The Mississippi has fascinated people for centuries. Mark Twain wrote about it, Father Hennepin explored it, Henry Schoolcraft found it's source and now I wanted to fly its length in a slow Taylorcraft. I was setting in Galveston, Texas waiting for the weather in the east to clear. I had been flying for 12 days on my trip around the perimeter of the USA when I got weathered in for two days at Galveston, Texas. I was getting tired of insipid restaurant food and missed Joan, so I decided to change my plans. Years ago Joan and I had flown up the Mississippi from St. Paul to Lake Itasca in a L2-B Taylorcraft. Now would be a good time to continue exploring the Mississippi and at the same time get home, see Joan and get some good home cooked food.

After two days in Galveston the weather finally looked good enough for me to leave and head for the Mississippi River. FSS said I would have 2500 scattered with 10 miles visibility to New Orleans, so I was in the air again. My route of flight took me up the coast to Port Arthur then almost straight east to Abbeville, Louisiana, a 10 degree turn to the right close to Avery Island where Tobasco Sauce is made and on to Houma, Louisiana. I fueled up at Hammond Air Service and asked the owner about the best route to the mouth of the Mississippi. He said to take a heading of 110 degrees till I got to Grand Island and then follow the coast to the west mouth of the River. He said they do it all the time in float planes. So, off I went across what looked like more water than land till there was Grand Island right where it was supposed to be. Now all I had to do was follow the coast to the mouth. The only problem was that the ceiling was going down along with the visibility as I started to pick up mist. In addition to this there was less land and a whole lot more water. The main channel of the River was only 6 miles to my left so, if push came to shove, all I had to do was make a 90 degree left turn and then go up the River to New Orleans. With this in mind I keep looking for the mouth. In a few minutes the mouth of the Mississippi showed up in the mist. At this time I was down to about 500 feet as I made the 90 degree left turn and in a matter of minutes there was the big River. I found it where the River divides one branch going to the east mouth and the other to the west mouth. Now I had solid ground along the River beneath me. As I flew up river the weather improved and as I approached the New Orleans Naval Air Station I had blue skies. NAS New Orleans gave me permission to over fly them and New Orleans International let me pass through their air space south of the River. The rest of the day was easy, up the River to Baton Rouge, fuel up and then continue on to Greenville Mississippi. As this was delta country, the River meanders back and forth with white sand showing on the inside of each bend it makes. About 40 miles above Baton Rouge the Red River of the south tries to enter the Mississippi, but, there is a dam stopping it so instead of going into the Mississippi, the Red River goes down the Atchafalaya River to the Gulf. If it weren't for this dam, the Mississippi would follow the same route and leave New Orleans without its River. This is the excuse the Corps of Engineers used to build the dam and lock.

Next was Natchez with its antebellum mansions and then Vicksburg where General Grant won one of his great battles. You can still see the battlements from the air. Evening was approaching as I got to Greenville. This had been a long day, 7.6 hours in the air. So I looked forward to dinner and another motel room. The food was OK and so was the room, but, it wasn't home.

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EAA CHAPTER 54
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White Bear Lake, MN 55110-5577



Rosemary Frank
family
612 Eighth Ave S.
South St. Paul MN 55075

FLYING UP THE MISSISSIPPI (CONTINUED from page 5)

Up early the next day, headed for Burlington Iowa. First I had to pass Memphis where they have a 32 story pyramid constructed on Mud Island, along with the B-17 "Memphis Bell" of WW II fame. The first fuel stop was at Cairo, Illinois, where the Ohio meets the Mississippi. The Mississippi is the muddy one. As I headed for St. Louis, my next stop, the River starts to run a little straighter and I began to see the effects of the big flood. I landed at St. Louis Downtown Airport, the home of Parks College for fuel. My route for the next leg was right up the River below 2000 feet, past the Gateway Arch and Bush Stadium where a football game was in progress. Right there I could have my 15 minutes of fame just by flying under the Arch and over the Stadium, But, I wanted to get home so I let the chance go by. Just north of St. Louis at Alton, Illinois there is the first Lock and Dam on the River. A few miles above this the Missouri from the west and the Illinois River from the east join the Mississippi. Now the River is very straight as I head up to Burlington. The weather was nice and sunny, but, getting a little cool and after 6.6 hours in the air I called it a day.

The next morning FSS said that there would be light rain north of LaCrosse till 1000 local time, so out to the airport and into the air for last day of the trip. It was a cool but a nice day till I tried to get into Dubuque, Iowa, for fuel. I called Dubuque Tower 10 miles out and they said they had just gone IFR. So, I did the classic 180 and went back to Savannah, Illinois, Tri-Township Airport. There was no one there but there was a phone so I kept calling FSS till the weather in Dubuque, only a half hour away, went VFR. The weather in Savannah was good VFR. After 1 hour and 40 minutes I was on my way again to Dubuque to fuel up.

The next stop would be Lake Elmo and home. South of LaCrosse I had to climb to 8000 feet through a scattered layer of clouds to get above the rough air. It was smooth, 27 degrees cool and I had a 20 knot headwind. At Red Wing I started to let down with 2400 RPM doing 100 knots headed for the barn.