



# The Beacon

The newsletter of Chapter 54  
Lake Elmo, Minn.

December 2003

## An artist in the air

by Bob Collins

### December 2003 This month's program

Monday, Dec. 8, 2003

- Social Hour at 7 p.m.
- Meeting at 7:30 p.m.  
Chapter House, Entrance B,  
Lake Elmo Airport

Program: Philip Mattison from Osceola WI will tell us about his exciting trip as he flew his Super Cub on Wipline Floats to the Arctic Circle and back.



#### INSIDE THIS ISSUE

<b>An Artist in the Air</b>	1
<b>President's Column</b>	2
<b>Treasurer's Report</b>	2
<b>November meeting minutes</b>	3
<b>One-millionth Eagle flown</b>	3
<b>Tale of the Tape</b>	5
<b>Technical Counselor</b>	6
<b>Valter reinvigorates Lake Elmo Airport</b>	6
<b>Reliever airport news</b>	7
<b>Listen to the voices</b>	8
<b>Classifieds</b>	9

**H**angar 25B on Fairchild Lane at Lake Elmo Airport is a weekly display of the synchronized hospitality team. As regulars and visitors arrive, they're begged into the kitchen for coffee, while various hosts scurry about with trays of pastry, inviting all to partake. In the middle of the pack is EAA 54 member Don Carlson, prodding people to hurry up and grab some food; the quicker the hangar talk can start.

Carlson's credits are numerous. He was a successful businessman in the graphic arts business, he's flown dozens of airplanes -- many in the service of his country -- and he's an accomplished flight instructor.

In Hangar 25B, other credits are on the wall by the stairs leading to a small studio tucked away on the second floor. It's here where Carlson navigates a brush.

Carlson says he first realized he had a gift for art at a young age. "I loved frontier stories when I was a kid, and I'd sketch a lot of forts," he says. It was here he discovered perspective. Aviation came into the picture, however, when his father took him to see Charles Lindbergh at a parade in Minneapolis during the summer of 1927. "I was 7, and my dad later took me to Wold-Chamberlain Field to see the Spirit of St. Louis. And while I was there, a man was giving rides in his Curtis-Robbins." It was Carlson's first airplane ride. "I just had to be an aviator," he said.

He soloed a J-3 and flew Porterfields AT Alexandria, La., while on active duty with the Minnesota National Guard 34th Infantry Division stationed at Camp Claiborne. Pearl Harbor was only a month or so away.

Artwork and airwork combined, however, would come much later. Just days af-

*(Continued on page 4)*



## President's Column

### **The Last Word** *by Dale Rupp*

**T**he first real snow of the year of the year is falling as I write this last President's Column and my RV-6 still is waiting for its FAA inspection. It is now close to a month since I submitted the paper work to the FSDO (Flight Standards District Office) office at MSP. They in turn have to send it to the DAR (Designated Airworthy Representative), John Rosco who lives in Albert Lea. He in turn then contacts me and we set a date for the inspection.

Well it did not quite work out that way. The FSDO forgot to send John one form, so he had to wait for it to be mailed to him. It arrived and we set up the inspection for Wednesday evening Nov. 19. John called me a few hours before he left Albert Lea and asked if I had the airworthy card. I looked all over for it and no such card. What I had was the airworthy application form that I had filled out and attempted to give to the FSDO. The person at the reception counter said that they did not need this form. They were right. They did not need the form, the FAA in Oklahoma City needed it.

I did not pick up on this subtle information and did not send Oklahoma City the application. I called them the next morning and asked them if would accept a faxed copy of form. The said "no," so I sent the form to them via overnight mail and asked them to return it the same way. Tomorrow if the snow isn't too high I should have the registration card and too the inspection can take place, unless Thanksgiving gets in the way. My goal now is to fly the RV-6 before the 100th anniversary of the Wright Brothers first flight on Dec. 17. I sure hope the heater on the airplane works well.

The FAA says that we can build our own airplane for education and recreation purposes. I have had a lot of education in sheet metal, fiberglass, computers, engines and now FAA paperwork. The next education segment will be the test flight. Then I can begin the recreation part. It has taken me four years

#### **November's Treasurer's Report**

Cash on hand	\$ 13.00
Checking Acct.	\$ 6075.62
Investments	\$ 4000.00
Total	\$10088.62

Income in November consisted of \$345 in individual dues, \$140 in donations, and \$391 in calendar sales for a total of \$876.

Expenses for the same period were \$676.69. They consisted of \$49.27 for utilities, \$509.00 for building insurance, \$65.78 for newsletter publication / distribution, and \$52.64 for membership renewal, mailing expenses.

- Paul Liedl



## **Chapter 54 Directory**

President  
Dale Rupp  
DaleRupp@email.msn.com

Vice President  
Paul Hove  
Paul.Hove@guidant.com

Treasurer  
Paul Liedl  
liedlp@infi.net

Secretary  
Nick Stolley  
AIRPLANEIT@aol.com

Education Director  
Art Edhlund  
aedhlund@hotmail.com

Events Director  
Tim Reberg  
651-730-8574  
tim2485@juno.com

Housing Director  
Dave Fiebiger

Membership Director  
Scott Olson  
scotto125@attbi.com

Newsletter Editor  
Bob Collins  
bcollins@visi.com

Past President  
Bill Schanks

Young Eagles Director  
Al Kupferschmidt

Chapter member meet on the second Monday of every month at the Chapter House, Entrance B at Lake Elmo Airport (21D). The House is at the base of the airport beacon. The newsletter is printed on the first Monday of every month. Parts of the newsletter may be reprinted with appropriate credit.

21D RCO 118.625  
21D Unicom: 122.8  
TPA: 1932'  
Runways: 4-22 (2497' x 75')  
14-32 (2850' x 75')

## November meeting minutes

November 10, 2003

Meeting was called to order by President Dale Rupp at 7:03 p.m. The minutes were approved as printed.

Treasurer's report by Paul Liedl: October Financial Summary:

Cash on hand \$50.00

### INCOME

Checking Acct. \$5,839.31

Individual Dues \$675.00

Investments \$4,000.00

Donations \$130.00

TOTAL \$9,889.31

Club House Rental \$100.00

TOTAL \$905.00

### EXPENSES

Utilities \$38.92

EAA Calendars \$468.00

Landscaping \$384.13

Newsletter \$68.34

Ground School \$127.22

Bank Service fee \$ 1.60

TOTAL \$1,088.21

### NEW BUSINESS

Visitors: Pete Howell - building an RV

Len Riggs - building a Bear Hawk

Craig Johnson - new hangar owner

EAA CALENDARS ARE NOW FOR SALE @ \$10.00 ea.

### REPORTS

#### EDUCATION - ART EDHLUND

Attendance has been good at the ground school and plans are for another class in the spring running from February 26 - April 27 Tuesday and Thursday evenings. Art welcomes any feedback that members may have.

#### YOUNG EAGLES - NO REPORT

#### BUILDING MAINTENANCE - DAVE FEIBIGER

Insulation for the back window has been donated and installed.

#### WEB SITE - MARLON GUNDERSON

Our domain name has been renewed for nine years. The class schedule is now posted on the site.

#### EVENTS COORDINATOR - LEIF NO REPORT

Comment made that there is a need to get another person trained on taking over the planning & coordination of the pancake breakfast.

John Schmidt announced that the child to become number 1 million to fly will be chosen and given a trip to Kitty Hawk. He talked about an aviation magnet school in St. Paul (Farnsworth) that would welcome anyone that would like to share their knowledge of flying to come visit the school. Dick Rutan visited the school and the kids loved it. The teachers plan on taking a group to the EAA AirVenture next summer. It was suggested that the Chapter use some of our education monies to help them get some materials. No decision was made.

It was announced that the RV Builders Club meets next on Dec. 6th 10:00 a.m. @ 41C Mooney Lane There will be an RV7 on display. Anyone interested is welcome to come.

Dale Seitzer encouraged all tenants at the airport to keep their hangars and area clean and in good repair. A short discussion followed. People are encouraged to go to some of the MAC meetings to keep track of what is happening at reliever airports.

Speaker Greg Rigel from Aero Legal in Hopkins talked on Aviation Insurance. - *Respectfully submitted by acting secretary - Rae Kupferschmidt*

### Number 1 Million!



Andrew Grant, 15, from nearby German Valley, Ill., became the 1 millionth Young Eagle entered into EAA's official register, the World's Largest Logbook, to achieve the program's lofty goal announced in 1992. Rick Ellis, president of EAA Chapter 475 and Young Eagle coordinator for both chapters 475 and 22, flew Andrew on October 25 at Freeport Albertus Airport (FEP).

ter Pearl Harbor he and the rest of the Stillwater Companies were sent to Pensacola Naval Air Station to guard the area.

"After a short stint there, we were shipped up to Fort Dix, for shipment to Ireland. It was then that a friend-- Bruce Abercrombie -- and I, and two other Stillwater fellas transferred to the Army Air Corps," according to Carlson.

They trained at Maxwell Field in Alabama, then on to flying the PT-17, BT-13, and then Don earned

his multi-engine and advanced multi-engine ratings. He became a line pilot in navigation school at Monroe, La., and amassed more than 1,000 hours of flight time, many in a Beech C-45, Lockheed AT-18/ Hudson, a twin-engine medium bomber. "There were too many accidents with the Hudsons," he says, "so they set up a transition school in North Carolina. I loved flying it. You really had to be on it." Carlson was on it. He instructed at the school and then was sent back to Selman Field to instruct in the Loadstar, Hudson, and AT7. He went on through the navigation school and got his navigator rating and wings. He was now known as a biplane (dual rated).

But he wanted more. "Once you got in the training command," he says, "it was hard to get out." But in October, 1944, Carlson received his orders for transition training in B-17s. With more than 2,000 hours of flight time, he advanced to aircraft commander in the B-29.

The war ended. So in February 1946, Don Carlson came home and continued to fly with the Air Reserves at Wold, flying T6s. In 1948, he joined the Air Guard because they were in need of multi-engine pilots for the 109th Utility Flight. "They had C-47s, B-25s, A-26s, T-6s and -- best of all -- the P-51s. What a menu of goodies to fly!" he says.



for shipment to Ireland. It was then that a friend-- Bruce Abercrombie -- and I, and two other Stillwater fellas transferred to the Army Air Corps," according to Carlson.

They trained at Maxwell Field in Alabama, then on to flying the PT-17, BT-13, and then Don earned

Flying out of Holman Field, Carlson made many flights in the P-51 Mustang. His favorite airplanes? "The A26, Hudson, and T28," he says, although he enjoyed flying the 51. "I was not a fighter

pilot compared to the fighter jocks we had flying with the 109th Fighter Squadron. What a rare opportunity to get some dual acrobatics with my C.O., Ken Dahlberg! He was an ace from the European Theater (14.5 kills), or cloud dancing with Dick Wiessner. If you want to get rung out in a "51," just try following him," Don recalls. "When you got through the flight, you just weren't sure what you did or where you'd been."

At age 31, Carlson was called to active duty with the Minnesota Air Guard (Korea) and sent to Tyndall Field to the Air Force instrument instructors course. On completion of that, an instrument course was established for the pilots in the 133rd Interceptor Wing. Since Carlson didn't get overseas in WWII, he found himself in Korea with the 5th Air Force, assigned to the 49th Fighter Bomber Wing (F-84s) at K2 (Teague), working out of air base group, doing P&C, flying the Gooney Bird for R&R trips to Japan and giving instrument and proficiency checks in the T-6s and C-47. He flew wing commander to Seoul to observe his 84s on interdiction missions.

B a c k from Korea, Don started a commercial art business -- Creative Art Services -- while juggling flying duties with the



Guard. Over the course of many years, his firm developed clients such as 3M and Control Data, designing art work for catalogs and packaging and advertising for advertising companies. He formed a second company -- Creative Graphics -- for the production of aviation prints and produced several series of aircraft paintings.

He sold the firm(s) in 1980, which gave him more time for art seminars and classes. Oh, and a little flying in his J-3 and Mooney, and flight instructing at Ford Aviation (Crystal) and with Ed Mayer. "But I kept going to art school because I always wanted to be a painter," he says.

It worked. In Hangar 25B, his paintings dot the walls. His small studio was built for him by Jim Anderson, who owns the hangar. "The most generous person I've ever known," he says. On an easel in the studio sits the initial work of a portrait of a friend's house. And he's quick to pull out the work of some of his mentors, such as Ben Konis (<http://www.konis.com/>), who specializes in pastel and oil treatments of the Southwest United

(Continued on page 5)



States and Mexico, and seems to be as big a Carlson fan as Carlson is a Konis fan.

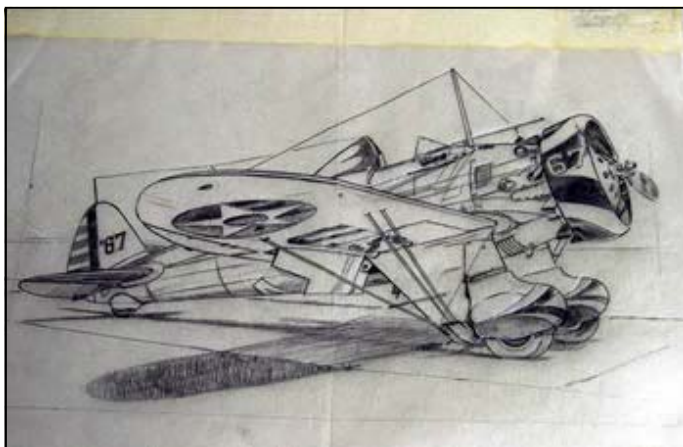
He favors oil and pastel (chalk) in his art work. "I never liked watercolors," he says. A look at each of his paintings reveals not a picture, but a story.

Carlson says he would've liked to have been a political cartoonist except for one problem. "I didn't know a damn thing about politics," he says. "And I still don't."

As the coffee in Hangar 25B cools, a quick discussion of politics follows, and it's obvious that Carlson under-assesses his knowledge of the subject, just as he had when he was approached for an article about his aviation and is art. "I don't know if I'm that interesting," he said.

Don Carlson is that interesting, and more. You can view some larger images of his work online at the Chapter 54 Web site. And perhaps one of these days, he'll bring his "sample book" to a Monday night meeting for some show-and-tell.

Bring your own pastry.



For more and larger images, go to the Chapter 54 Web site newsletter section. Online readers click this box.

## THE TALE OF THE TAPE

by Dale Seitzer

More is better; more speed, more power-in aviation . We try to fly longer, faster and safer and I learned of a new (old) technology that could be applied to my plane to allow me to go faster, climb faster and fly at a lower rpm. A friend gave me a copy of an article in *Ultralight Flying* written by Richard Jiminez describing his recent product Vortelator Propeller kits.

Mr. Jiminez has achieved the FAA Supplemental Type Certificate for his prop tape and any homebuilt airplane can use the tape. I ordered the tape for my plane. It was \$30 for the tape and shipping and handling. "Oh well," I thought, "if it works it will be worth it."

I flew the plane before applying the tape to get a baseline. Then, I followed directions and installed the tape and flew again. I saw 5-7 mph increase at every rpm level. "Wow!" I thought. "It works."

I did not tell Bettie before she took off and when she landed I asked how the plane flew. She said, "It flies fine. It is even a little fast for the RPMs running."

The developer reports the prop tape has the greatest effect on wood or aluminum props with small or no spinners. It

creates vortices in the propeller disk 12 inches from the center of the prop. Vortex generators on flying surfaces have been used for many years to lower stall speed by breaking up the boundary layer of air on the wing and allowing it to stay attached to the wing for a longer period of time. This same technology is use on golf balls to allow them to sail farther.

The tape does not work well on Warp Drive or composite props. It works great on wood props in tractor or pusher configurations. The tape is applied out to 12 inches from the center of the prop, on the forward most side of the prop.

I have not run the plane wide open since installation so I don't know what will happen to the top end-I expect it to be 5-7 MPH faster. More speed means I can cruise at a lower RPM, save fuel, and still have some speed if I need it. The prop tape adds just ounces and it is a pretty cheap performance boost. My plane has plenty of drag, especially around the engine and some really smooth planes with large spinners may not see the significant performance increase.

For more information or ordering write to: Aircraft Development, 1220 Red Oak Drive, Troy, MO 63379.





## TECHNICAL COUNSELOR

# Winter Stirrings

by Bill Schanks

**I**t's been a little quiet on the Tech Counselor front lately. However I did make a couple of visits. I took a look at Kirk's Pietenpol and later that evening I did a visit to Pete Howell's RV-9. Pete is not a member of Chapter 54 yet; I'll have to work on him. Of course, I have been keeping track of Dale Rupp's RV-6 project. I visit him several times a week, especially now because of it nearing completion. I think he is bringing everyone up to date on the project's status in another part of this newsletter. Tuesday is drawing close.

### SO MUCH TO DO, SO LITTLE TIME

I have been keeping busy on the flight instructor front. In fact, so busy that I haven't flown my bi-plane as much as I would have liked this summer. Between checking out new members in our flying club airplane and doing some Young Eagle flights in the Champ and doing some presentations at the Private Pilot ground school that Chapter 54 sponsors, I haven't had much spare time to do any personal flying. I have also kept myself busy doing a restoration project on an Aeronca Champ. As to that project, all the repairs have been completed and I am now busy with the covering.

### BACK ON THE GROUND

The ground school is doing well. We have about 19 students attending, plus about three or four pilots auditing the class as a refresher. Art Edhlund, the Director of Education, has done an excellent job of setting the program up and organizing everything. To prevent instructor burnout, Art has recruited about six instructors to share the lecture duty. Greg St. Claire, Don Carlson, Paul Anderson, Paul Rankin, Dave Dobson and myself have agreed to take turns doing presentations. I'm happy to say that it has been going well and on Tuesday, the 25th, Don Carlson completed the last lecture, and on Tuesday the 2nd of December there will be the phase three exam. After that there will be a review of the results of that exam and then we will schedule a final exam and get together with the students to complete the endorsement process to enable the students to go finish the final FAA official exam.

### AN INVITATION

To continue the ongoing education process, we would like to do some presentations to the Chapter members, and anyone else that would be interested, in the form of flight safety seminars. Perhaps even qualifying as part of the wings program requirement. Some informal preliminary discussions have taken place and we would be interested in hearing member comments. We have received inquiries from people like Superior Airparts that would be interested in coming to our Chapter House to do a presentation to our members. We know that Daryl Bolduc always draws a good crowd at our meetings. We would also like to have some of our instructors do presentations on subjects such as ATC communication, interpreting weather data, obtaining weather data via the internet, whether or not to file a flight plan, etc. etc. You get the idea! We would like to do this on days or nights other than as a part of a regular meeting presentation.

## Valter reinigorating Lake Elmo Airport

Gatis Valter is moving ahead with big plans for his facility at Lake Elmo Airport, now that he's purchased the FBO from Ed Mayer.

Speaking to a group of RV builders on Saturday, Valter outlined his plans for the facility. "We're trying to turn things around," he said. "There's nothing happening in the traffic pattern right now."

He said Valter's Aviation has lowered the cost of avgas (\$2.10 per gallon) "to try to keep people from going over to New Richmond." Gas is available from 7 a.m. to 7 p.m. and he said he hopes to have a card reader repaired soon that will allow 24-hour gasoline sales on the airport. He's waiting for a key part which he'd hoped would have arrived by Thanksgiving.



Valter also has plans to pave the parking lot and ramp, and is developing a flight training syllabus for his facility. He said he also plans to get a "consignment facility" put together so people can buy and sell aircraft parts.

Valter said insurance rates "are killing us." He said the twin-engine airplane that came with the facility has lost its insurance, the cost for insuring the Mooney is up to \$8,000 per year, and the cost of insurance for the Cessna 172 is going up to \$6,700.

As a result, he said current rental rates — \$110 for the Mooney, \$70 for the Warrior and 172 and \$50 for the 152 — will likely increase.

In response to a question, he said he has no plans to provide auto gas engine-powered equipment.

## Reliever airport news

by Vivian Starr

Anoka County Aviation Association met Nov. 10, 2003, with our new president, Don Johnson presiding. Jeff Hamiel was our speaker. There were about 40 people in attendance, including our new MAC Commissioner Lonnie McCauley, her husband Anoka County Commissioner Dave McCauley, State Representative Andy Westerberg, and State Representative Mike Beard. After Jeff's opening remarks, there was an extensive question and answer period. Jeff reviewed the financial condition of the reliever system and indicated that staff was preparing an extensive presentation for the Commissioners. Staff, he said, does not know what direction the Commissioners will decide to go.

Both Commissioners and both Representatives were introduced and made brief remarks.

Association news included our joining the MetroNorth Chamber of Commerce in an effort to gain more understanding and support from the local business community.

MAC's Commission meeting on 17 Nov 2003, did not provide much Reliever news. The date for the next Commissioner seminar was announced for Dec. 11, 2003. It will start at 9 AM. My expectation is that this will be a lengthy meeting. It is open to the public and all those with an interest in our Reliever system are urged to attend.

Also, Commissioner Lonnie McCauley has been appointed to two MAC committees. She will be on Management & Operations and Planning & Environment.

MAC Chair Vicky Grunseth spoke to the Chamber of Commerce luncheon on Nov. 11, 2003. ACAA was represented by Don Rosacker and Vivian Starr. Sarah Hayes from Anoka Air Charter was also present. Among the 16 people in attendance were MAC Commissioner Lonnie McCauley, her husband Anoka County Commissioner Dave McCauley, former MAC Commissioner Bill Erhart, and Anoka County Commission Chairman Dan Erhart.

Chair Grunseth said that our nation's airports are ports of entry for both good and bad. She expects to see Terminal Airport Security eventually become involved with reliever airports across the country. She said that her early days in office included an extensive review of MAC's budget. Another concern has been the fragile condition of the airlines. She thinks we have been lucky that NWA has remained as strong as it is. She said NWA's Richard Anderson has told her that 2005 will be a critical year for them.

Chair Grunseth then explained that their recent rebidding of MSP concessions had been one of the largest in the world. She said that other airports may have more concession space, but it is rebid in smaller blocks. Then she added that parking is the largest component of MAC's discretionary funds.

She said that on Dec. 11, MAC will be holding their third meeting on Relievers. She added that there will not be much time for public comment.

In response to a question, Chair Grunseth said that the MSP expansion with a fourth runway has been primarily funded by debt -- bonds. This is part of the 2010 Plan.

Anoka County Commission Chair Dan Erhart said that a positive attitude was needed toward Anoka County Airport

having corporate jets. He emphasized the need for an air traffic system [instrument landing and 5000 foot runway]. He said that alternatives are needed for MSP in case of an emergency, especially one involving national security.

Another Chamber of Commerce member asked how MAC justified the plan for tying up so much MAC money in a dyke at Downtown St. Paul Airport. Chair Grunseth replied that she had met with Mayor Kelley yesterday. She doesn't think this should be a MAC obligation. She thinks that the recent flooding is a product of years of Army Corps of Engineers projects on the Mississippi. She said Minnesota's Representative Oberstar is getting \$15 Million in the Army Corps of Engineers budget for the dyke. She said Mayor Kelley is trying to get St. Paul to pledge \$1 Million. She expects that the state would contribute \$6 to \$7 Million. This would leave MAC to pay for about \$3 Million of the project. In Washington, the House passed this budget item; however, the Senate did not take up the bill. She said the Senate will consider it in their next session. She added that MAC staff was not comfortable with so many other agencies having a say in a major project on one of their airports.

Former MAC Commissioner Bill Erhart said that an effort was underway to get Anoka County involved with Anoka County Airport development. Current MAC Commissioner Lonnie McCauley said that the county had a lot of interest in this development. She has arranged a meeting next week between MAC staff and county officials regarding this.

Anoka County Commissioner Dave McCauley remarked that the county interest was closely connected to the need for a new first-class FBO, runway extension, and ILS.

A business owner remarked that, in his long experience, these improvements were always scheduled for "next year." Another business owner said MAC was "talking" extension and ILS fifteen years ago.

Bill Erhart elaborated on the budget review process that began during his term.

Dave McCauley pointed out that lawsuits undertaken by Moundsview against MAC had added to the delay in runway extension. Indeed, the settlement of this had resulted in MAC changing from a north/south extension plan to an east/west extension plan.

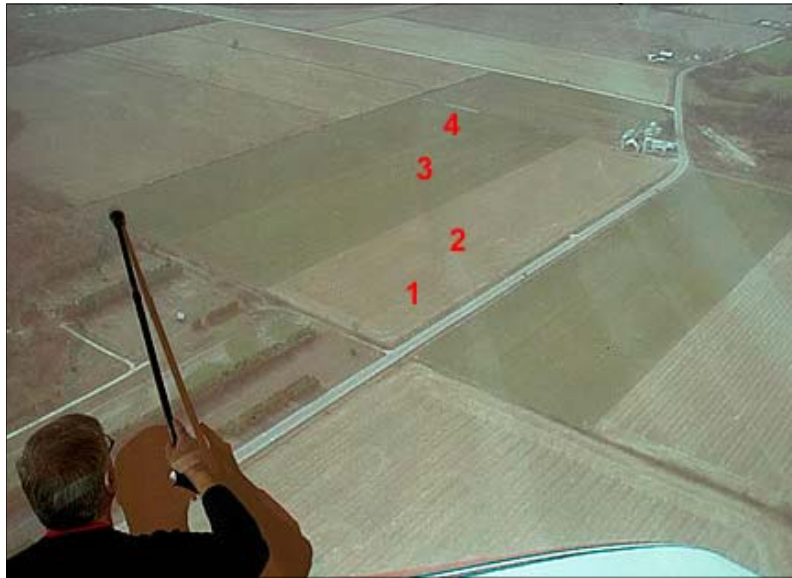
In response to questions about the upcoming Reliever review, she said that hangars were increasing dramatically in value because MAC airport land for hangar construction is a limited commodity. She said that MAC needs to take a look at ways to collect this appreciation in their land value when hangars change hands. She said that recently at Lake Elmo there had been cases of someone "flipping" hangars and making an exorbitant profit, none of which came to MAC. As for rates and charges, she said that having someone pay \$600 for a hangar lease when a boat slip on the St. Croix cost around \$3000 needed to be examined.

Vivian Starr said that for large businesses to invest in the airport, there needed to be a continuity of management policies and philosophy.

There was a discussion about the waiting list for hangar space in the proposed northwest building area.

Dan Erhart interjected that our MSP/Reliever system is known to be the best managed in our country.

Paul Irlbeck of Wabasha, Minn., a professional aircraft mechanic who specializes in the construction assistance of RV aircraft, recently experienced a complete engine failure on takeoff while testing a recently-completed RV-8. He spoke Saturday to the Minnesota Wing of Van's Air Force, holding its quarterly meeting in the hangar of Doug Weiller and Paul Hove at Lake Elmo Airport, to relay his experience in the hope it can save someone else.



The incident happened a few weeks ago on takeoff from an airport near Wabasha (I believe he referred to it as Dunphey's, but I've never heard of it). "We had a brand new airplane, a new Lycoming, a constant speed propeller, equipped for IFR, and I'd already had 8.5 hours in it," according to Irlbeck. He took off to the West and after retracting 10 degrees of flaps at about 100-200 AGL, the engine quit.

"I had three options and no time," says Irlbeck. "I could land straight ahead (see picture) but it had just been plowed and it was full of cows. I'd have hit the silo and barn. I could make a gradual turn and land at an angle, but this is a \$120,000 airplane and I'd have ended up upside down, or I could make a gradual turn, bring it around and land in an alfalfa field (see where he's pointing)."

He opted for his third choice. "I had several things going for me," he said. "I had close to 30 hours of flight time in RVs in the last month and I knew exactly what the airplane was doing. I left like I was a piece of that airplane." But going against him, he said, was his glider experience.

He tried to trade airspeed for altitude when he was already at 80-90 knots. About 1 second after the engine quit, he'd already evaluated all three options, and chose the third.

He lowered the nose and started a gradual turn left, but as he did, the airplane began to stall (#2). "I knew right away it was in the beginning of a spin," he said. "I thought, 'this is it.'"

Irlbeck thought of two things. First, he recalled an accident a few months ago in Florida in which a CFI and

a student were killed on takeoff when they stalled the plane, even though the plane was functioning fine. He also recalled talking about the accident with his brother, Tom, a former Navy carrier pilot, and current RV test pilot.

"I remember my brother saying, 'when an airplane becomes very slow and starts to stall, the best way to recover is to use the rudder. I

knew I didn't have much time. I neutralized the ailerons and kicked in rudder to keep that left wing flying. I also knew my choice to turn back to the alfalfa field was out."

"My airplane was talking to me. It said 'Paul, I know you liked that third option, but this is where we're going: we're going down,'" he said. He had no choice. He had to push the nose down.

By this time, his craft hadn't really gone anywhere from the time the incident began, and only about 2 seconds elapsed.

Now he had an aircraft stalling, going down and he was looking at a windshield full of plowed field. "I thought of the guys who died in Florida. They were looking at this same situation. And they didn't want to see it anymore, so they pulled back on the stick with a perfectly running engine, and spun in and died."

Irlbeck says he hit the ground (#3) at about 60 MPH. "Just before I hit, I pulled back and flared, but I hit hard." He was now on the ground, heading for several large bails of hay. He kicked in rudder to skid sideways. As luck would have it, it rained shortly before the incident, and the plane slid rather than flipped over and he stopped just shy of the hay bales (#4)

The wing never hit the ground, the main landing gear absorbed the damage. But why had the engine quit? "I wasn't in a hurry and I knew I'd gone through the entire checklist." As it turned out, some diagnosing later that day in the hangar revealed that he had installed a fuel flow monitor backwards."

Irlbeck, who already liked the Van's design, was even more impressed after the incident. "I ordered new landing gear struts (\$700), loosened a few bolts, loos-

*(Continued on page 9)*





Damaged gear strut

ened the break line, removed a bolt in the fuselage, slipped the old strut out and put the new one in (see picture)," he said.

The entire incident, he said, took about 5 seconds. He passed

along something else his brother said, "When you're 1,000 feet and below, don't even think about trying to land where you just took off."



RV meeting attendees admire a just-completed RV7A



Fresh-harvested wheat greeted flyers on approach to the airport in LeSeuer, Minnesota. We were looking for the peas!

CLASSIFIEDS

For Sale: RV7A project. Empennage is completed. Wing construction is underway (currently working on left fuel tank). Construction quality if fine. No tools involved in sale. Details are at: <http://www.visi.com/~bcollins/rv7a/>

For Sale: AFS Primer. This is a two-part waterborne primer that is reportedly an excellent primer that won't kill you for using it. It was originally marketed by Starduster, but was recently purchased by Aircraft Spruce. I have one gallon that's never been opened and still is in original shipping state. \$40.

For Sale: KR-2 Kit Project. Most parts and supplies to finish fuselage are included. The Spars are completed. Have: front deck, canopy, rear deck, plans, and many years of KR Newsletters. Have parts of a disassembled VW 1600cc bus engine. Most of the wood work is done. Major parts not included are from the firewall forward (no engine or engine mount, cowl, or prop.), no interior, or instruments. Was \$1995, now looking for best offer over \$1000. Located in Cyrus Mn. Contact Nancy Barsness at [nancyb@runestone.net](mailto:nancyb@runestone.net) or call 320-795-2708.

For Sale: Welding Outfit includes 2 medium size tanks over half full, torch, gauge, and extra tips, all on a welding cart. Ken Hanson 952-920-8031

For Sale: Singer 31-15 upholstery sewing mach., straight stitch model, no reverse etc. on modern commercial base with knee clutch, foot speed, etc. Works fine. Price negotiable. Lee Hurry, Hopkins. 952-938-7856

For Rent: Trailer for hauling cars etc. It is available for a \$25 tax deductible donation to Chapter 25. Mike Dolan 952-652-2436, [moldan@tcq.net](mailto:moldan@tcq.net)

For Sale: Lycoming O-235C, 0 SMO, no accessories, all logs. \$4900. John Curry 952/983-0742

For Sale: Glider tow hook for installation on tailspring. Also 62-29 VW prop \$300, plus numerous new/used gauges. Bert Sisler 952-884-8920

For Sale: one yellow tagged engine mount for a 1977 Decathlon. Mark Kolesar H 763-544-6766, W 612-371-5171.

For Sale: 150 Lycoming exhaust system from Beech Musketeer—\$200 Folding bike for aircraft travel, new—\$200 Cape Canaveral 6'x4' drafting table w/drafting machine—\$300 Roger at Benson Airport 651-429-0315

For Sale: 1971 Piper Cherokee 140, white with red trim, high time engine, annual-ed August 2002, compression 78 to 80 on all cylinders, Navcoms are 4 years old, not IFR, asking \$25K, I can send you a picture. Roger Steiner, [CBXRoger@cs.com](mailto:CBXRoger@cs.com)



**EAA Chapter 54**  
**3275 Manning Ave. N. Suite #7**  
**Lake Elmo, MN 55042**



## **Calendar**

Thursday, December 11, 2003, 9:00 a.m. Room  
3040 Lindbergh Terminal  
Wold Chamberlain Field Minneapolis-St. Paul In-  
ternational Airport

Reliever Airports Seminar/Hearing Officers'  
Meeting

### **AGENDA**

- I. Adoption of Interim Hearing Officers' Re-  
port
- II. Background of Ordinance No. 87: Reliever  
Airports Rates and Charges
- III. Review of Reliever Airports Financial  
Statements
- IV. Comparative Airport Analysis
- V. Overview of Tenant Investment and Ex-  
penses
- VI. Next Seminar

\*This meeting is a continuation of the Special  
Commission Meetings regarding Reliever Air-  
ports.