

# On Final

EAA CHAPTER 25

Minneapolis/St. Paul, MN

FEBRUARY 2001

## Antarctica!

*by Stacey Leen on page 3*



## Arizona Soaring

*by Bob Stone on page 6*





# Cleared for the Approach

By Frank Hanish

This months newsletter should have arrived in your hands earlier than normal. We had planned it this way so as to get the word out about the scheduled presentation on Antarctica. We think that you will really enjoy this evening, and as suggested at last months meeting -- *please invite the whole family*. This is a great example of our Air National Guard at work in support of the National Science Foundation. It should also be a geography lesson on the Earth's southern most desert.

In this issue of ON FINAL we feature an introductory article written by our presenter Stacey Leen. Stacey writes that in joining the guard, she hoped to explore some remote regions of the world. Along with that desire, she had an equal (if not, stronger) passion for flying. Seems as though the guard was a successful remedy.

This is the second time that Stacey has contributed and/or been published in *ON FINAL*. In February 1996, she wrote "Dreams of Wings" which was later published in an Experimental Aircraft Association magazine. That publication was once a part of the Young Eagle Program, but has since ceased to exist. Stacey soloed on November 11<sup>th</sup>, 1995 at the age of sixteen. Her earlier article told us of her desire at a very young age to someday become a professional pilot. Her present orders within the guard consist of becoming Flight Engineer certified on the C-130 Hercules. She has recently informed me that in her current full time training schedule, she gets to fly almost daily. I don't know... it is just darn exciting for me to hear that there are still relatively young people still interested in aviation careers.

So, make a note to yourself. This upcoming chapter gathering will be on our customary third Wednesday of the month. (i.e., February 21<sup>st</sup>)

At last months meeting I had announced some exciting news that had not quite developed in time for the previous newsletter. That is that the chapter has re-

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## This Month Directions to Air Guard Operations Bldg. MSP

**Meeting Wed., February 21st**

**Meeting starts at 7:00 p.m.**

**Program: *Antarctica Presentation by Stacey Leen***

**Eastbound** on Hwy 62 past the light at intersection with Hwy 55. Take the exit for Fort Snelling. At the stop sign, the large gray Federal Building should be ahead and to your right. Continue straight through the intersection. Skip the next paragraph.

**Westbound** across the Mendota Bridge on Hwy 55. Proceed on Hwy 55 and take the exit for Fort Snelling. At the stop sign, turn right, proceed under the bridge, and turn right again at the sign for Hwy 55 East. Proceed past the

2nd sign for Hwy 55 East directly to the stop sign ahead. You should see the large gray Federal Building ahead and to your left. Turn left.

**Follow** Federal Dr to the right around the federal building and continue west to the next stop sign. The Air National Guard will be ahead at about your 10 o'clock. As you approach the guard shack, dim to parking lights only. Tell the guard you are here for the EAA Ch. 25 meeting. Go straight until you see a chapel on your right. The parking lot for the ANG center will be ahead on your left. Proceed to the center of the building to the briefing auditorium.

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# On FINAL



Minneapolis/St. Paul

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*At the South Pole*



## Antarctic Adventure

*By Stacey Leen*

In 1997 at the age of eighteen, I joined the Minnesota Air National Guard as a crewchief with the hopes of seeing some of the most unusual and remote places in the world. After my trips to Alaska, and South America, I thought I was doing well, until I got the chance to see the most remote place on Earth—Antarctica. It was the best trip of my life, and it allowed me to see wildlife and vistas which I thought could only be enjoyed in books.

Since the first landing on the continent of Antarctica in 1821, scientists and explorers have been fascinated by this



strange land. Antarctica covers one tenth of the world's landmass, and yet very little was known about it. Even today, we still have much to learn. Captain James Cook was the first person to set sail for Antarctica, and he was trying to prove that it was not there. A Russian Capt. Thaddeus Bellinghaussen was

probably the first person to see the continent, and the first to step foot onto it a year later was an American sealer, John Davis. In the years that followed, explorers from all over the world landed in Antarctica, and mapped much of the continent, including the south magnetic pole, and the South Geographic pole. In 1999-2000 I was fortunate enough to have the chance to "explore" the continent myself.

Antarctica makes up ten percent of the world's landmass, and ten percent of its oceans. Almost the entire continent is covered with a sheet of ice which is in some areas two miles thick. The ice sheet is ever changing, and creates some of Antarctica's many moving glaciers, which meet the sea and break apart, forming massive icebergs. These icebergs drift north and may last a few years, depending on their size. They help to cool the waters around Antarctica, thus helping to refrigerate the whole continent. Scientists now believe that the weather patterns which start in Antarctica may drive many of the other weather patterns around the world.



In the United States, the National Science Foundation supports the US Antarctic Program. This is the program where scientists from all over the country go down to Antarctica to study everything from global warming to the climates of the ancient Earth to meteorites which fall from space. There is one special Air National Guard unit who is responsible for flying those scientists to Antarctica, and supplying them while they are there—the Scotia unit, the 109th out of Schenectady New York. They are the only unit to have LC-130s, the ski version of the C-130. Last year our unit was allowed to send mechanics down to help New York out, and I was lucky enough to get to go twice.

I was to depart the day after Christmas for a two week trip which would be spent traveling the 12-17 hours to Christchurch New Zealand, then the eight hour trip by LC-130 to Antarctica, and back, and working at McMurdo Station. The trip started out with two delayed flights, then island hopping between Hawaii, Fiji, Auckland, and finally to Christchurch. I then had a day off to get my clock ticking with New Zealand time- they are one day ahead and six hours behind. Then I departed for Antarctica. I was so excited. I had never even dreamed that I would get the chance to go there. My excitement was cut short though, when upon reaching the decision point *Continued on Pg 4*

point, it was reported that the weather was too poor in Antarctica to allow our arrival that day, so after four hours out, we turned around and did four hours back. The next day, however, I did finally reach my final destination. I had always pictured it as a desolate, cold, harsh place. It was beautiful!

On the flight inbound, I sat in the window and watched the enormous icebergs in the sea, saw the massive ice shelf, and the mountains rising in the distance. I went through a whole roll of film before I even got close to the base! When we landed on the ice

runway, we were greeted with "Ivan, the Terrabus," a bus that was specially designed for Antarctic operations with huge tires for travel in the snow. We were then taken to



McMurdo station, the home base to all the American scientists and US military personnel. I was shocked to find that it was a whole town, with dorms, a church, a coffee shop and even a movie theater. All the comforts of home. Even those cold temperatures that Minnesota is famous for. I think it was actually warmer there than it was when I left home!

My job while I was there was to help keep the LC-130s in good flying order. Crewchiefs are responsible for inspecting, maintaining, fueling, and servicing the aircraft. We worked 12 hour shifts, and it didn't matter if you were on nights or on days because it never got dark. Each day between four and six aircraft would depart full of fuel and cargo headed for one of the many outposts that the scientists keep manned in the summer months. Their job was also to supply the South Pole research station, which stays open all winter too, cut off from the rest of the world.

I was able to visit the South Pole twice, once each trip to Antarctica. It is a four hour flight from McMurdo over the most beautiful countryside that I have ever seen. The route leads you over some of the glaciers that the early explorers

traversed on their expeditions to the pole. I cannot imagine how they had the will to continue. It is the most unpredictable terrain there is, with some of the world's fastest moving glaciers and worst weather. Blizzards can blow up in minutes, making it impossible to see even a few feet in front of you. Again, I took about two rolls of film on my way down, and as many when I was



at the pole.

I was able to see most of the wildlife that Antarctica has to offer. I saw two different types of penguins, a few whales, many seals, and skua- the pigeon of Antarctica. How they can survive in such a world is amazing to me. Yet they do more than survive, they flourish. I didn't get to see the massive colonies of male emperor penguins who stand the entire Antarctic winter, holding an egg between their feet, incubating it. They wait all winter until the sun comes up and their children hatch. Then they are allowed to go and eat for the first time in months. There is a form of shrimp who hatch in the beginning of the summer and eat the algae that grows in the waters. They form huge groups, and provide food for the penguins and fish of Antarctica. There are also the largest colonies of seals in the world there, and they make quite a feast for the killer whales that come down to eat in the summer.



There is more to see in Antarctica than just pretty views and animals though. Just outside of McMurdo station, there is a little wood hut. When you get out to it, you are transported to a different time. This is Scott's hut, one of the many huts that he and his team put up on their way down to the South pole as resupply stations. This hut is still completely stocked with canned foods and tools and clothes, perfectly preserved. There is even a seal that they killed to eat, just laying outside the door. It was almost a hundred years ago that they set the hut up for their return. They never made it back. They died not far from reaching the end of their journey, and safety.

The climate of Antarctica is what preserved that hut, along with the other memorials for explorers who lost their lives there. The climate is a desert. Antarctica gets only a few inches of precipitation a year on the average. It is hard to imagine that, it being made of snow, but that snow has

taken millions of years to form there. One of the items that visitors are briefed extensively on is the possibility of dehydration.

Each year Antarctica has more and more visitors, as tourism is an ever growing business. Under an international treaty which is meant to keep Antarctica pristine, tourists are under very strict rules. I feel lucky to have been able to go as a worker, as I was allowed much greater access to see the beauty of the continent than tourists are allowed.

Everything in Antarctica was either brought in by a ship, or flown in by plane. There is a resupply ship that comes in



to the southernmost port in the world at McMurdo station. I was there at the right time to watch the workers build a huge pier out of ice because the tides and ice flows prevent them from making anything permanent. I saw the preparations for the ship coming- the whole town comes to life. The ship only comes in once a year at the end of the summer when the sea ice can be broken by a Coast Guard icebreaker to allow the ship to come in. This year the ship got caught in a storm, and it almost turned back, which would have crippled the program for next year. But finally it found its way through the channel and we all watched as it docked on the ice pier.

Workers are incredibly busy down there now, because the National Science Foundation is rebuilding the South Pole research station. The old station is a geodesic dome, and it is slowly being buried. The new station will be built up on stilts, and every piece of steel used to build it must be hauled to the station by the Air Guard LC-130s. That is the only means of supplying it. The South Pole is the only other station in Antarctica which is manned by the US during the winter months.

Having the chance to visit Antarctica was one of the greatest experiences in my life, one I will truly always remember.

It made me think about all the explorers who had gone there before with horses and fir coats; no C-130 to come pick them up after they got tired, no polypropylene long underwear and powerbars. They must have been something.



## Have You Written Yet?

**Our chapter is depending on *every one of us* to write the FAA and tell them why we think expansion of the MSP Class B airspace is a bad idea. This is not a done deal yet, but we *all* need to pull together to **STOP** this thing. Write up your comments today and send them to:**

**Manager, Air Traffic Division, AGL-500  
FAA**

**ATTN: FAA Airspace Case No.  
00-AGL-43-NR**

**2300 East Devon Ave.  
Des Plaines, IL 60018**

**Bring a copy of your letter to the chapter meeting on Feb 21 and participate in a *surPRIZE* event! Do it now!!!!**

## Hall of Fame Banquet

The 12th Annual MN Aviation Hall of Fame induction banquet will be held Saturday, Apr 21, 2001 at the Thunderbird Hotel at 2201 E. 78th St., Bloomington. Social hour is at 5:00 pm and dinner seating begins at 6:00 in the Hall of Tribes on the upper level. Induction Ceremony follows dinner.

Being inducted are airshow performer Bill Barber; Major Don Beerbower and Major Richard "Bud" Peterson, Minnesota's two top-scoring WWII Aces; Major General Wayne Gatlin, former Commander of the 148th Fighter Wing - Duluth; Brigadier Generals Clayton Isaacson, an Ace with combat missions in Europe, the Pacific and Korea, and Wyman Fiske Marshall, airshow pilot, later VP of Operations at Northwest Airlines; Niels Sorensen, early Twin Cities flyer and successful FBO at Crystal Airport; Elizabeth Strohfus - WWII WASP and aviation ambassador of Minnesota. In addition, the 2nd annual Best Aviation Writing by a Minnesotan award will go to George A. Erickson for his book, True North, Exploring the Canadian Wilderness by Bush Plane. Once again, "Mr. Minnesota Aviation," Sherm Booen, will be Master of Ceremonies.

Send reservation requests by March 15th to Ms. Dorothy Schaeffer, 4815 28th Ave. So. #312, Minneapolis, MN 55417. Cost is \$30 per person, payable to MAHOF. They expect a crowd of up to 500 persons or more, so the earlier your reservations are in the the better your seating will be. They will attempt to seat friends of each inductee in the same general area on a first-come-first-served basis.



# Arizona Soaring

By Bob Stone

I'd been looking for a place to vacation. Thought about a sailing school in California. My vacations tend to be rather intense. Once went to Bondurant Racing School for vacation and ended up racing sports cars for a few years. Really wanted to relax this time. I spotted an ad in the *Flyer*. "Add a **NEW DIMENTION** to your flying--LEARN TO **SOAR**." **ARIZONA SOARING, INC.** I had been up in one of Bob Wander's gliders and loved it. We had released from tow and immediately climbed at 1200 fpm in a great thermal. Impressive!

I fired off an e-mail to Bruce Stephens and received a response to my questions within minutes! Not used to that kind of service from a FBO! I signed up to start on New Years Day. After a nine hour flight to Phoenix by way of snow-bound Dallas I arrived at midnight, just in time for fireworks!

Drove down to Maricopa, just south of Phoenix, and checked into the "Bunkhouse," a \$10 a day bargain for students. My first companion there was from Japan. He had just completed his powered Private in Denver and was finishing his glider Private. (A Cessna 152 rents for \$300/hr. in Japan) He didn't speak a lot of English, as evidenced by the 25 cans of Campbell's soup in the recycle bin, probably the only thing I'd recognize in a Japanese grocery store with my limited knowledge of Japanese!



We were soon joined by Jean Louis "JL" Cavallera, originally from France, now living in Houston. "JL" flies a Challenger 604 private jet for a gentleman in Zurich, who funds worthwhile projects, mostly in underdeveloped countries. "JL" has a million wonderful stories. Where to park your jet so the elephants don't scratch their backs on your wings. Did you know that hyenas like to eat rubber tires? And a story about kangaroos I'm not so sure about!

You meet neat people at a place like this. My instructor, Tom Tuttle, had recently moved from California where he had been a ski and snowboard coach. He was wonderfully patient and a good match for me, especially when I immediately came

down with the flu. I had hoped to solo this week, but decided to just make the best of it.

I started off with a Schweizer (SGS) 2-33 trainer, the Cessna 152 of gliders. Ugly to look at, but a beauty to fly! The most difficult part of transitioning to gliders is the tow. I watched as Tom followed the Pawnee tow plane down the paved strip with the front skid (metal on wood) scraping loudly until the elevator and ailerons had enough authority to lift the nose and roll on the single wheel. The line boy running along side holding the wings level (or into the wind) could also release at that point. This comes at a very low speed, as does liftoff. The glider is airborne long before the

Tom Tuttle



tow plane and you must hold the stick forward flying down the runway, careful not to lift the tail of the tow plane, causing loss of his control.



With the towplane airborne, you must fly in formation 150-200 feet apart just above the longitudinal axis of the tug, keeping the glider above the wake. Sounds easy. Not for this low-



timer! After a few flights it suddenly comes together. You learn to be **very** precise and anticipate every bump and motion. You finally feel glued to the tug. In turns, you aim at the outer

portion of the outside wing. Then, at the agreed altitude, you're ready for release.

Arizona Soaring's procedure for "soft" release consists of a shift to the right of the tug; then raise the nose to increase the glider's speed to gain slack in the rope. You then level off and, seeing the slack in the rope, pull the release knob and start a climbing right turn. The tug makes a descending left turn to avoid the rope interfering with the released glider.

Your training then takes on the familiar stalls, slow flight, turns at minimum controllable airspeed, etc. that you are so familiar with, except that you don't have all those gauges you have come to rely on and no "power on". You really learn to pay attention to the horizon, and what's around you, and the view is spectacular over the mountains. Hopefully you'll find some ridge lift or thermals. Gee, I've never gained 150 feet in a power off stall before!

Flying the pattern will be very familiar, except that you can't "go around." But you sure can come down with the "air brakes". If you're overshooting your aim spot, just pull them on and you drop like a rock. Could sure use those on a floating Cessna! You rotate to land on the single wheel nose high and hold off until the nose drops to the ground. Then hit the brakes to come to a quick stop if needed.

The flu slowed my progress a bit I'm sure, but I did get close to solo, probably about four flights away. I could have stayed another day, but had a better offer. My French pilot friend, was doing his six month check in the simulator at Flight Safety in Tucson and invited me to ride along. Before I left Estrella Sailport, I was treated to an incredible glider-aerobatic airshow when they rolled out the Fox. I did get to fly the Grob 103 Acro which had been doing aerobatics all week and I must admit the SGS 2-33 started to look ugly again. But the Fox is something else! Stressed for unlimited aerobatics, I watched it perform every aerobatic maneuver I had ever seen. And when it landed, a Navy fighter pilot rolled out on the ground after the wildest ride he had ever had. "Never pulled that many negative g's in nine years of Navy fighters!"



Arrived in Tucson in time to spend half the day in the Challenger 604 simulator. The whole panel was CRT's. The



only analog gauge was the familiar compass over the windscreen. I adapted faster than expected and watched the plane go through all types of emergencies from electrical problems to TCAS alerts. Fascinating! At the conclusion I was invited to fly the pattern. As I climbed into the left seat the switch was on and I had to hit the tow brakes to stop the planes slowly beginning roll. I got on them a little hard and it made the appropriate bounce, and it was clear this feels very real! Headed down the runway and rotated as I had seen so many times that afternoon, flew the pattern overcorrecting just a bit, when "JL" whispered "you're behind the towplane." I immediately knew what he meant and settled down to small corrections and concentration. Landed with a bit of a porpoise, just as I had been doing in the glider, but the senior pilot smiled and said, "I'd have you solo in about an hour, after all, I taught "JL." "JL", it seems, learned to fly the simulator, then on to crew for a Saudi Prince. He has about a thousand hours in Cessna 172's and five thousand in the 604. *Nothing in between.*

#### Chutes on for Grob 103 Aerobatics

Hopefully the Class B changes proposed won't destroy the great soaring opportunities in the Twin Cities area, because I'm hooked! Looking forward

to soloing this summer. You snowbirds on the *On Final* mailing list in Arizona, head over to Estrella and give soaring a try, I'm sure you'll love it! (*Arizona Soaring* — Phone 520-568-2318 — [www.azsoaring.com](http://www.azsoaring.com))

Locally, try:

Soaring Sensations, Faribault 612-823-4462  
MN Soaring Club, Stanton 952-445-8027  
Red Wing Soaring Association, White Bear Lake  
612-421-2348

# Note-EAA-M's

Notes to EAA Chapter 25 Members

## Chapter Gatherings

Feb 21 EAA Chapter 25 hosts a presentation on Antarctica by Stacey Leen 7pm, Air National Guard at MSP (Pilot Briefing Room)

## Fly-Ins / Special Events

Feb 17 FCM Charlie Lane

Mid-winter Pancake Breakfast Stan Getten hangar

Feb 25 Warroad, MN

Lion's 23rd Annual Skiplane Fly-in 218-386-1818

April 8-14 Lakeland FL.

Sun 'n Fun EAA Fly-In.



Feb 3 Young Eagles Winter Flight Fest  
Call Mike Dolan @ 952-652-2436

# Lapse of Judgment

*Out of reach in the Piet!*

On September 23, 2000, approximately 1000 Pacific daylight time, an experimental Rowe Pietenpol Air-camper, N5079R, impacted the runway during an attempted forced landing, after experiencing a complete loss of power during the climb-out from Willapa Harbor Airport, Raymond, Washington. The commercial pilot, who was the sole occupant, received serious injuries, and the aircraft, which was owned and operated by the pilot, sustained substantial damage. The 14 CFR Part 91 personal pleasure flight, which departed Willapa Harbor Airport about three minutes earlier, was being operated in visual meteorological conditions. No flight plan had been filed to the planned destination of Astoria, Oregon. The ELT, which was activated by the impact, was turned off at the scene.

According to the pilot, who did not follow a checklist during this flight, he used the common practice of leaving the fuel selector valve in the "OFF" position while hand-propping the engine during the start sequence. After the engine started, he climbed into the back cockpit, but forgot to reposition the fuel valve, which was in the front cockpit, to the "ON" position. After takeoff from runway 11, while climbing out to the southeast, the engine quit, and almost immediately, the pilot realized that he failed to reposition the fuel valve prior to takeoff. Although he could see the valve, he was unable to reach it in order to change its position while in flight. He therefore reversed course and headed back toward the airport. As the aircraft crossed the threshold of runway 29, the pilot allowed the air-speed to slow below power-off stall speed ( $V_{so}$ ), and the aircraft stalled/mushed into the surface of the runway.

*Cleared* Continued from page 2

ceived via donation the Gusty MK-I. The Gusty is an experimental unlimited aerobatics monoplane designed in the 1960s by Gus Limbach. The project is partially restored, minus an engine. The fuselage has been recovered, and is on its gear. This aircraft project has been donated by Mr. Dave Bates. The availability of this project was first made known to me by Roger Gomoll last summer. Roger was then working for the Heritage Halls transportation museum in Owatonna, MN. I think that he has since returned to radio in Rochester, MN. At that time, Roger was trying to find a home for this project as the museum had difficulty justifying another project. Gus Limbach was from St. Paul, MN – so this aircraft has some historical interest locally. The latest restoration work on (and present storage of) the aircraft has been by Forrest Lovely. It was of Forrest's wish that the airplane be completed as a museum piece. You can review the original development and flight testing history of the Gusty in SPORT AVIATION, Nov/Dec 1966, and in April 1968.

## Plans Night

It was exciting to experience all the involvement by the membership at the "Project Review and Plans Night" in January. The stage literally was covered with a huge collection of project plans and various documentation. It was a big hit, Thank You!

We kept the business meeting to an absolute minimum. I hope that we allowed enough time for everyone to get around, and learn what their fellow members are building. I saw some pretty neat stuff, like Ron Hoyt's builders log. BTW – we got a project visit on the books to see Ron's Kolb. Probably this May.

You know that this topic (i.e., project status) is what we are about. It goes right to the core of our membership. Really -- whether you are actively building an airplane or not, you belong to the EAA because you recognize (and admire) the skill and talents of those that are building an aircraft. It is why members choose to belong to a chapter. It is why most come out to chapter meetings. There is a big thirst for knowledge. It is why many subscribe to *ON FINAL*. Please continue to share your project status with the membership. You are what we all are about... even if for some, this is still but a dream.

## Partnering with Chapter 92

Mike's recent article on our chapter's willingness to help support remote Young Eagle events struck a cord with UL Chapter 92 in Glencoe, MN. I learned at their chapter meeting this past Saturday that they are accepting our offer. The plan is to hold this YE rally in conjunction with the annual Glencoe Days which is held in early June. We have had great fun doing this sort of thing in the past, so I volunteered Chapter 25 to help with this Young Eagle event. I also learned that there is a tri-county expo in Glencoe this February. Chapter 92 is planning on a booth much the same as we have held at the aviation conferences here in Minneapolis.

In addition to the above shared Young Eagle activity, we have agreed to hold a joint chapter picnic at the Glencoe Airport on our traditional picnic date late in June. The Glencoe airport is home to a wide range of aircraft. One day last fall, I saw the complete spectrum in the air at one time. Although Chapter 92 is officially an ultralight chapter, its members hold a mix of ultralight, experimental, and general aviation aircraft. There is also a contingent of RC models within the group. In addition, their airport is home base for at least one twin engine aircraft. With the weather that we have enjoyed in the past years, and this new location we are really expecting this to be a great picnic!

Good flying, is preceded by good building.

Frank Hanish