

On Final

EAA CHAPTER 25

Minneapolis/St. Paul, MN

JUNE 2001

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Cleared for the Approach



by Frank Hanish

About the time you get this newsletter, it will be less than 50 days until AirVenture 2001. But, it

will be less than 14 days until our annual chapter picnic. Not too recently, the phrase to use would have been "Awesome..." Today, maybe "Outstanding..."

I wrote a little about the picnic last month. Ron Oehler has sent postcards. I included picnic information in latest E-gram. There is a half page insert on the picnic in this issue. Amongst all this communication, you should be able to extract the details. In short, it will be "pot luck" Saturday, June 23rd at the Glencoe Municipal Airport. Grills will be hot about 11:30am. All family members are welcome. Last minute details can be discussed at the June chapter meeting.

The June 20th meeting will be at the Airlake Airport. We will meet at Ron Oehler's hangar. Driving directions to Ron's hangar can be found below.

Within the new business category, there is an announcement that the chapter will be holding a raffle to be run from July through September. Within this last month the officers met to hear a presentation by Ed Hansen and Mike Dolan (AKA, the Raffle Committee.) Ed and Mike had put a significant effort into this task. We reviewed their suggestions, held a discussion, and voted to adopt this fund raiser.

In May we visited Ron Hoyt, and his Kolb project, in Apple Valley, MN. It was a beautiful spring evening. I really enjoy project visits, and I find it difficult to interrupt everyone visiting to hold a formal meeting. A big thank you to Ron!

Other news is that in April we had received written notification from the MAC that the chapter is currently on the hangar list for the Airlake Airport. It is a small, but very important first step... toward this chapter goal.

Congratulations are in order! Dan Carroll is retiring as Director of Development and Planning for Target Corporation at the end of June. To celebrate Dan is going to attend the Paris Air Show, a life long dream. There ought to be a cover story for ON FINAL out of this experience? On chapter business, Dan includes his thanks to all of the chapter members who had donated EAA calendars for KidVenture 2001. He reported that we made the original goal of fifty. Imagine attending two world class aviation events in consecutive months. They are well deserved... enjoy yourself Dan!

Bob Stone (the editor) informed me that this month's issue is already full. What a wonderful problem to have... and it must be said, that we thank each of you for your recent article submissions. The list includes; Steve Adkins, Chris Bobka, Greg Cardinal, Dan Carroll, Peter Denny, Don Eide, Pete Gavin, Lee Hurry, Jim Ladwig, Stacey Leen, Dan Majka, Ron Oehler, and Bob Stone. We will get this edition to you early by holding the stories about our International Young Eagle Day flights for the next issue.

I look forward to seeing you soon..... Frank Hanish

THIS MONTH: Directions to Airlake

Ron Oehler's Hangar: Wed., June 20th, Grill at 6:00 p.m. Meeting at 7:00 p.m.

- 1) South on Cedar Ave to Hwy 70. Right turn and West to Hamburg Ave (1st stop sign). Left turn and South to airport perimeter road. (Go to 3)
- 2) South on 35W to Hwy 70 (Megastop). Left turn and East to Hamburg Ave (3rd stop sign). Right turn and South to airport perimeter road.
- 3) Left turn and East to taxiway Delta. Look for all the cars. Hanger is the 2nd from the south end of taxiway (Building 24B).

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ON FINAL



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The Leader In Recreational Aviation

22nd Annual MN Seaplane Pilots Safety Seminar News

By David Kujawa



The Minnesota Seaplane Pilots Association 22nd annual seaplane pilots safety seminar was held May 4–6 at Cragun's Conference and Golf Resort in Brainerd, Minnesota. Festivities got underway late Friday afternoon with a social hour sponsored by Wipaire, Inc.



After dinner a FAA Wings Program safety seminar covered a variety of topics. Rick Braunig from the Mn/DOT Office of Aeronautics presented "On The Threshold Of The Future" which explored new technologies becoming available to general aviation pilots. Mark Schreier, an FAA air traffic controller from Minneapolis, presented "Did You See What He Said?" which focused on pilot/controller communications. Steve Szymanski an FAA flight service specialist from Princeton presented "Eye On The Sky" which informed (and reminded) us of the availability of the different types of in-flight weather products and services and how to access them. Marlan Perhus, Minneapolis FSDO, presented "98 Seconds To Live" which focused on spatial disorientation—the number one killer in general aviation.

The evening was capped with an aviation trivial contest titled "Who Wants To Be A Better Pilot" hosted by none other than Mark Schreier. Contestants, with help at times from the audience, answered general aviation and seaplane questions and were awarded some very fine prizes for their participation.

Saturday started with welcomes and introductions by members of Mn/DOT Office of Aeronautics, Minnesota Seaplane Pilots Association and the FAA. Representatives from float manufacturers Baumann and Wipaire talked about their various products. Pete Firlotte from Transport Canada discussed the seaplane safety record in Canada and procedures for carrying firearms into Canada from the United States.



Michael Volk, president of the Seaplane Pilots Association, presented a recently completed video titled "Flying America's Waterways." The video provides a basic introduction of the benefits of seaplanes for communities and policy makers. He also discussed insurance issues and reasons for why aviation is being hit hard with skyrocketing premiums.

Darrell Bolduc from Bolduc Aviation Specialized Services spoke about engine care and operation. Oils, use of engine preheaters, baffling and magneto timing were a few of the subjects Bolduc covered.

Rick Braunig from the Mn/DOT Office of Aeronautics presented "Weather on the Web," a look at internet weather resources available to pilots. A couple of keys to using this type of information is to always check the date and time valid, get enough information and call Flight Service with any additional questions you might have.

Aviation Medical Examiner Dr. William Schmidt presented an aeromedical forum covering general rules for aeromedical exams, various disqualifying conditions, and procedures for regaining a valid medical certificate if it has been suspended due to medical problems.

Late Saturday afternoon the Minnesota DNR demonstrated fire bombing with a Canadair CL-215 and a Beech Baron flying top cover. The CL-215 made three scoops and water drops right out in front of Cragun's Resort.

Everyone enjoyed a fine banquet dinner Saturday evening



with an awards presentation afterwards. The featured speaker was Bill Lishman, also known as Father Goose. Lishman is a pilot, artist, film maker, inventor and naturalist. His work with ultralights on floats leading geese on southern migrations lead to the feature film "Fly Away Home." He gave the audience a glimpse into his fascinating life and how he became involved, almost by accident, into working with birds. In October 2000, Operation Migration successfully migrated a flock of Sandhill cranes from Wisconsin to Florida. The Sandhill cranes recently returned to Wisconsin. This project opens the door to establishing a new migratory flock of endangered Whooping cranes.

Editor's note: Chapter 25 member David Kujawa is Editor of Sport Aerobatics Magazine and writes for Northern Pilot Magazine.



Indoor Young Eagles

Flying in the Metrodome

By Jim Ladwig



Have you ever thought of flying under the 195 foot ceiling of the HHH Metrodome? EAA Chapter 25 has been assisting the Minneapolis Model Aero Club to provide some opportunities to fly model planes there since 1996. The planes are built and flown by students from junior and senior high schools in the Minneapolis-St. Paul area, with some coming from as far away as Orono, Chaska, Waseca and Rochester. With the high ceiling, modelers can increase the size of the rubber motor and the number of turns and go for amazing altitudes and durations, compared to the flights they can experience in the school gymnasium.

Flight times typically range from 40 to 90 seconds, with some lighter-weight rubber powered models flying for some three minutes.

Wing spans are generally 13 to 18 inches, and weight about 10 to 30 grams (less than one ounce). Turbulence and drift are too great to fly the ultra-lightweight "microfilm" models, but conditions are fine for the beginner models made by the students. Sessions last about two hours, with test flights and adjustments taking place the first hour and a half. The session ends with one or more mass launch flights - the last model to touch the ground being the winner.

Chapter 25 members assist the students in winding their rubber motors and advising them on making adjustments to the trim tabs. Of course, the MMAC members must first train the EAA'ers in the fine art of crossing the controls to provide circular flight free from the dreaded death spiral. They must also learn not to fear balance points (CG) at 50% to 90% of the wing chord. (WARNING - professional operators shown. Do not try this at your home field with your full-size airplane.)

Some of the Chapter 25 members who have participated at the Metrodome are: Steve Adkins, Dave Kujawa, Jim Ladwig, Jimmy Pedersen, Dick Reinke and Norm Tesmar. For a few years, Dick Reinke and Jim Ladwig taught a Community Ed class in model building at Bloomington Oak Grove Intermediate School (5th and 6th grade), where Dick was the Media Specialist, and thus provided modelers and planes for the Metrodome.

Most classes meet once a week for four to eight weeks, but one school has a group that meets once a week during the entire

school year. At the end of the year these students usually have a Young Eagles flight in N-2-5-Whiskey-Foxtrot, the classic J-3 Cub of Wally's Fliers, thanks to Norm Tesmar. That school is North View Junior High School in Brooklyn Park, just across the freeway from the north gate to Crystal airport. The North View Free Flight Club was begun in 1993 by Mr. Don Patterson, Mr. John O'Leary, Mr. Hank Liljequist and Mr. Jim Ladwig of the MMAC at the request of Mrs. Sue Howard, the teacher of the Schoolwide Enrichment Module of the school. In addition to model airplanes, this program offers students the opportunity to choose a project and develop it to completion as an addition to their regular schoolwork. Battlefield dioramas, papiermache dinosaurs, incubating mallard eggs, salamanders, brown-paper tipis, one never knows what one will find in the SEM Room.

The Minneapolis Model Aero Club is devoted to free flight models of all types, was organized in 1937 with pioneer modeler Bert Pond as its first president and currently has about 60 active members. The club runs 11 contests a year, four of them indoors in the winter months.

In 1987, two MMAC members did much work to make connections with schools in the St. Paul-Minneapolis area and then recruited several other members to help them to teach young students to build and to fly simple rubber-powered free flight models. Presently, three members are very actively involved in these classes. Over twenty schools have been involved over the period MMAC has had this program. Over 150 youth were involved in 1996.

Since 1991 MMAC has been able to provide the students with the experience of flying their models in the HHH Metrodome indoor sports stadium in Minneapolis. This has been very popular both with students and with school staff. EAA Chapter 25 has, by their sponsorship beginning in 1996, made it possible to continue using the Metrodome. MMAC has received a grant from the Youth Education Stipend (YES) program of the AMA (Academy of Model Aeronautics) which has allowed us to: 1) buy supplies to relieve the burden on the school's funds (or the teacher's pocket), 2) maintain an inventory of simple kits for resale at or below cost, 3) provide model airplane books and magazines for the students and 4) correspond with others interested in our program.

Students start with the Starbird, designed and kitted by MMAC member Aaron Petersen of St. Paul. It is as quick and easy to construct as a Delta Dart, but is easier to adjust and gives better performance. This model has been used in classes from fourth grade up and has proven to be appropriate for all age levels, including adult beginners.

Skills gained in this project are:

- cutting balsa sticks to provide close fitting joints
- keeping track of parts and arranging in configuration
- proper use of glue to hold parts together
- tissue covering of one side of flat surfaces



Charley White with Freebird, David Kujawa has just finished winding the rubber band.



- establishing proper alignment of tail parts to fuselage
- establishing dihedral and alignment of wing to fuselage
- making proper knot to hold together ends of rubber motor
- lubricating rubber motor for more power and longer life
- technique of stretch winding motor for more turns of prop
- proper launch technique for indoor rubber model

Knowledge gained in this project are:

- proper circling flight pattern for indoor model
- effect of rudder, elevator and aileron tabs on flight
- importance of wing dihedral on flight stability

Specialized vocabulary involved is:

wing fin stabilizer motorstick propeller
 dihedral prop hanger trim tabs rubber motor
 rudder elevator aileron rubber lube
 leading edge trailing edge prop hook

As a second model, we use Aaron Petersen's Freebird. This model requires cutting out ribs from printed sheet and covering both top and bottom of the wing. Like the Starbird, it uses a balsa motorstick with a plastic prop and prop hanger.



CO2 Powered Beaver Replica

Additional skills gained at this level are:

- cutting ribs from balsa sheet
- fitting ribs between leading edge and trailing edge pieces
- fitting spars into rib notches
- shaping wing ends to fit at proper dihedral angle
- tissue covering of both sides of a wing with airfoil ribs

After building and flying these two models, students are ready to try a model with a fuselage built up of balsa sticks. These models more closely resemble "real airplanes", but require more building steps. First one fuselage side needs to be built, then an identical second one. These sides are to be connected with cross-pieces in such a way as to give a straight and square structure, a goal seldom achieved on the first effort. Wing and tail construction are generally similar to that of the second model.

Many of the models that are most suited to the advanced beginner are older designs. Over the years, improvements in nose-blocks, propeller accessories and wire landing gear have been developed. Appended sheets give instructions on how these improvements are

to be incorporated in these older designs. For structural joints we use "white glue", such as Elmer's Glue-All or Titebond. A Leene's "Tacky" Glue sets up more quickly, and is useful in attaching the tail



surfaces to the motorsticks of the first two models.

Adults use CA "instant" glues to make repairs to the youths' models, but the care required makes them unsuitable for use by the youth. Glue sticks (made by Elmer's, UHU and others) are useful

in attaching the covering to wing and tail surfaces. White glue thinned with water and applied with a brush works, but too much will bend the balsa sticks, warping the surfaces.

We believe strongly that model building cannot be taught through a group lecture process. The varied experiences and talents of the youth must be taken into account in one-on-one coaching.

We never cease to be amazed at what we learn from the students. Their fresh approach leads to new insights and even new ways of doing things. Our building sessions are truly partnerships with the students, as are the flight trimming and performance flying sessions. We have found that most students expect a show-and-do approach. Reading instructions, even abbreviated instructions, seems unappealing. We have noted this characteristic in adults assisting the students as well.

Starbird model components pinned to the building board over the plans have made a very effective way to show to the students what is to be done. This is also useful to show the use of sheet balsa ribs in the Freebird wing. After a few models, the students seem more able to interpret the drawings. Starbird plans show the frame to be built over the tissue covering. We have found this requires "unlearning" on the next model, and advise the builder to apply the covering after building the framework.



Shaina Maertens, winner of first two mass launches with Duane McDonnell



It is most rewarding to see the response of the students and of their peers when the models they have built fly successfully, and all have been able to be trimmed to do so. Another very positive aspect of the program is the interaction with adults who can be seen to do so out of enjoyment, not because it is their job.



WELCOME NEW MEMBERS !

Jan Berghoff, Jon Cumpston, Jim Maloney, Sarah Maloney, and Tyler Sibley.

Tired of \$50 Burgers... Be a Tow Pilot

By Steve Adkins



... Or how to pick beans in a PA-18 Bean Picker

I am Topgun. A rare bird. I am surrounded by a bunch of sleek, slim beauties. Everyone loves me. I have the biggest ego and the biggest engine.... No, I'm not in a lounge off the nearest fighter base. Instead, I'm towing sleek gliders into position for their soaring flight. And of course, there is no booze. But you do have to be my good buddy if you want a tow during the week. If

you are looking for a way to increase your popularity and your flying hours but cannot find any good reason to crank up the four-banger, consider being a tow pilot. I have spent the past year as tow pilot for the Minnesota



Soaring Club and have found it to be great fun and very rewarding. It doesn't take long before the landings start looking sharp. There is nothing sweeter than a smooth forward slip to a one-wheel, wheel-landing in a crosswind. But as Kent Johnson, CFI at Stanton says, "Every landing is different." So on some of the landings, I hope no one was looking.

Some nice things about towing at Stanton field. You are flying a taildragger off of a grass strip, the Cub's natural element. The airport has two wide runways at right angles (18-36 and 9-27 with runway 36 being the favored runway under calm wind conditions). Thus, we can work with most winds. Additionally, runway 18-36 is the widest runway in the state of Minnesota. Further, the entire surrounding area is flat and land-able (more about that later). And since the activity is gliding, it will be nice day.

Glider towing is formation flying. The tow plane is separated from the glider by a rope approximately 200 feet long. It is the tow plane pilot's duty to tow the glider into a safe position to begin a soaring flight. It is the glider pilot's duty to follow the tow plane. The flight pattern can vary greatly depending on wind conditions. The towpilot must consider that the towrope can break at any instant, so aircraft position is important at all times. Further if the glider flight involves instruction, a badge flight or record flight, there may be additional requirements for the direction to fly. As the glider performs "boxing the wake", the tail of the tow plane will be pulled out of position in all 4 directions requiring considerable rudder and elevator compensation.

There is some good news and bad news about dragging a sailplane behind you. The sailplane helps the Supercub go straight. So it is possible to handle stronger tailwinds. That's the good news. Conversely, if you find the tow plane headed the wrong direction ... you aren't going to change that direction until the glider breaks ground. Normally we take off at a corner of the field inline with the windsock. We aim for the yellow cones at the far, opposite corner of the runway. That helps ensure that the sailplane clears windsock pole. On one glider tow, due to a glider

on the right edge of the runway, I overcompensated by aiming the Supercub towards left edge of the runway about midway in the field where the runways intersect (taking off on runway 36 headed for the intersection of 18-36 and 9-27). This angle to the runway was a little sharper than normal but not a problem (so I thought). Due to a heavy passenger load in the two-place glider, the high humidity and a right crosswind, the towplane wasn't breaking ground as quickly as normal. As I approached the far corner of the intersection, it became apparent that I would be running off the runway into the bean field. Try as I could, I could not turn the Supercub in the direction down the runway as I had planned. The bean plants were starting to look very big. Options were running out. Finally, the mid-field bump lifted the Supercub into the air at which time the glider cleared the ground. I briskly (with relief) banked into alignment with runway 36 continuing the takeoff normally. Later, I discussed the situation with the pilot of the glider. He too saw my plight, but could do nothing. Both of us had a good laugh. In hindsight, hitting the brakes would have released the tension on the rope allow a turn in line with the runway. Needless to say, I now pick a better line to tow.

The Minnesota Soaring Club has created a special member category for pilots who do not wish to fly gliders but would like to tow (no cost for the membership). The requirements for tow pilots are established by the FAA, the insurance company and the club. Some of the insurance flight hour requirements can be waived by paying a

small fee and having your name added to the insurance policy as a named pilot. A commercial ticket is an asset but not required. The main requirements (which can be waived) are: 500 hours total, 100 hours in a tail-dragger



and 10 training flights of actual towing. The FAA only requires 3 training flights. Also, the pilot should receive a few dual flights in a glider so that he or she understands on what is happening on the other end of the rope.

Engine Out - One concern of many pilots is experiencing an engine out during takeoff. Efforts to turn back to the runway by power pilots have caused many deaths. Glider pilots train for this event and must be trained with simulated rope breaks at ground level, 200, 600 and 1100 feet. If the rope breaks at 200 feet, under certain conditions, we are able to turn back and land. I have done this. One day, during a demonstration flight, the Supercub engine quit at 100 feet while taking off from runway 18. Immediately, the sailplane pilot pulled the towrope disconnect and the towpilot pulled the rope guillotine lever. The towplane maneuvered slightly to the left and landed safely in a cornfield. The glider maneuvered slightly to the right and landed safely in a clover field. Our club has an award, the Clodbuster Certificate, for landing away from the field when intending to make a local flight. On this day, two Clodbuster awards were earned ... by the towpilot and sailplane pilot. A faulty fuel valve may have been the culprit. The passenger came back for a demo flight on another day! The aircraft were pushed down the rural roads back to the Stanton airfield ... no disassembly required!

A typical tow includes: pulling into position to connect the rope. Release the rope winch clutch. After the rope is pulled out and connected to the sailplane, the glider pilot signals the wing runner who signals the towpilot to take up the slack. Once the towrope is taut, traffic is checked and the glider pilot signals ready for launch. Full power is applied and off we go! After clearing the ground but while in ground effect, the flaps are eased off if used. A normal pattern is followed. Straight out to 400 feet of altitude followed by a 90-degree turn to the left. (In very strong winds, we may fly straight out.) Before too much distance is covered, a turn is made to the right and the tow plane will fly a "race track" pattern until the glider releases. Alternately, the tow pilot may fly a course calculated to find lift for the sailplane pilot. Typically most releases will occur between 2500 feet and 3000 feet. Occasionally tows will be to 4000 feet or higher. During instruction, many flights will release from tow sooner. Depending on the winds and location of thermals, the tow plane may fly other patterns. While it is against club rules, occasionally the tow plane and glider will climb in a thermal (in hopes of climbing faster). An alternative is for the tow plane to fly along a cloud street hitting several thermals, then turning around and flying back through the same thermals. The tow plane pilot is always hoping the glider will get off the tow in the thermal allowing the tow plane to return for another tow.



Our normal pace is 4 tows per hour. (By the way, if you want to fly your S p a m - c a n faster, find a thermal street and head down it. The extra lift will allow you to crank in some down trim resulting in an increase of 5 to 10 knots.)



While returning to the airport, the towpilot is faced with several challenges: rapidly losing altitude, positioning the aircraft for pattern entry exactly when the altitude is lost (to save time and fuel), and then land short to reduce taxiing time (but be safe) all the while ensuring that RPMs and speed goals are met to avoid rapid cooling and cracked cylinders. The main technique for losing altitude is use of a steep-banked turn while spiraling down. During this time the winch winds up the rope. We are still arguing over the use of a slip to lose altitude (may pop out the skylight if the window is open and watching for traffic is more difficult).

On a typical day, one or more pilots will offer to perform a few tows so the towpilot can take a break. I usually manage to get in one sailplane flight on the days I tow. Does this excite you? If so, give me a call and join the very limited ranks of towpilots. I suspect there less than 10,000 towpilots.

S. Steve Adkins 952-894-8860

Private Pilot, Glider pilot and tow pilot EAA 9221

Flyout to Mineral Point, WI

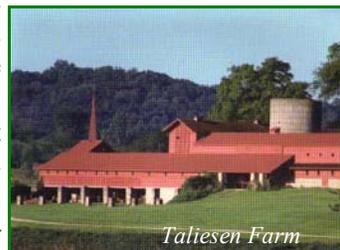
By Pete Gavin



Welcome to our quaint and historic city nestled in the beautiful rolling hills of Southwestern Wisconsin's driftless Area . Browse through our renowned antique shops, unique artisans' studios, specialty shops, and traditional businesses located in Wisconsin's first historic district. Tour the historic sites that offer a glimpse of the past.

—Mineral Point Website

We are planning a Chapter 25 flyout to Mineral Point, Wisconsin next month. We will have mini-vans waiting at the airport, and we plan to depart at 10 am for a side trip to nearby Taliesin. This is a 600 acre estate designed and landscaped by Frank Lloyd Wright as his home and workplace from 1911 until his death in 1959. We will return to Mineral Point about 1 pm for lunch and sightseeing for the rest of the afternoon. We will return to the airport for return flights at 5 pm. Please RSVP to me by June 23 (our picnic!) with your preference of July 7 or July 14 for the flyout. Call 612-866-6676 or email petegavin@mn.rr.com.

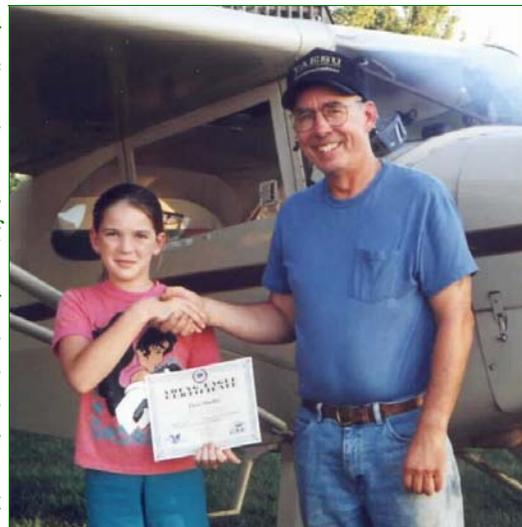


Taliesin Farm

Chapter 25's 1st EAA Aviation Air Academy Sponsorship

By Mike Dolan Young Eagles Coordinator

Elyce Mueller is attending the 2001 EAA Aviation Air Academy Primary session. Our Chapter is financing one half of her tuition fees. Our Chapter Young Eagle pilots earned 135 credits which were used as part of the sponsorship.



I first met Elyce Mueller when I gave her a Young Eagle experience on June 9, 1999. Elyce was very attentive during the flight and I allowed her to manipulate the flight controls. She was a quick study and was very adept at controlling the aircraft. Elyce had her camera and we flew over her family farm so she was able to take some pictures. Then as the flight continued, I heard over the inter-com, "Mr. Dolan, I think you have caused me to change my career path." I was startled by such a

(Continued on page 8)

Note-EAA-M's

Notes to EAA Chapter 25 Members

Chapter Gatherings

Jun 20—EAA Ch 25 Ron Oehler's Hgr.

Jun 23 — EAA Ch 25 & UL Ch 92

Combined Annual Picnic—Potluck at
Glencoe Airport (GYL)

Fly-Ins/Special Events

Jun 16 Moose Lake Mn 7:30-11a

Flyin Bkfst 218-485-4441

Jun 16-17 La Crosse, WI (LSE)

Deke Slayton Airfest 2001

608-779-9994 www.airfest.com

Jun 17 Crystal Mn (MIC) 7:30—5p

Bkfst, opn hse, twr tours 763-531-1000

Jun 17: Hutchinson, MN. (KHCD). Pan-

cake breakfast at 8 a.m. and pork chops

served at 4 p.m. by Civil Air Patrol

Jun 17: Stanton, MN. Annual Father's

Day Fly-In Breakfast, Stanton Airfield

(KSYN), 7 a.m.-noon. (507) 645-4030.

Jun 23 Faribault Mn (FBL) 8a-7p

TriMotor rides, Amer. Champ. aircraft

Brat/sweetcorn dinner (3p-7p)

Jun 23-24 Davenport, IA (DVN)

Quad City Air Show 2001, Blue Angels

www.quadcityairshow.com

Jun 24 Aitkin, MN (AIT) 8am-3pm

Planes, copters, cars, tractors, flea mkt

Breakfast and Lunch 218-927-4104

Jun 24 St Cloud Mn (STC) 7a-1p

Wheels, wings etc brkfst 320-529-6533

Jun 24 Fairmont Mn (FRM) 7-12:30p

Bkfst 507 235 2537

Jun 24: Alexandria, MN. Midwest Air

Society Annual FlyIn Breakfast, Chandler

Field (KAXN), 7:30 a.m.-12:30 p.m.

CTAF 123.0. Lyle, (320) 763-6722;

Jun 24: Caledonia, MN. Houston County

Flyers Annual FlyIn Breakfast, (KCHU),

PICs free. Duane Deters, (507) 725-2585.

Jun 24: Menomonie, WI. First-Annual

Food Drive Fly-In, Menomonie Municipal

Airport (W11), 8 a.m.-3 p.m. Pancake

breakfast free with donation of non-

perishable food item. Static display.

July 1: Winona, MN. 16th-Annual Max

Conrad Fly-In Breakfast and Airshow, Ac-

robatics by Bill Blank.

July 8: Austin, MN. Breakfast, 7 a.m.-

noon. PICs free.

July 8: Emmetsburg, IA. Breakfast, 7 a.

m.-12:30 p.m. PICs and co-pilots free.

Featuring taildraggers.

July 8: Hayward, WI. WRCS/CAP Fly-

In Pancake Breakfast 8 a.m.-1 p.m.

July 8: Two Harbors, MN. Bkfst, 7 a.m.-

1 p.m. Gifts for PIC. (218) 834-2162.

(Note-EAA-M's Continued)

July 13-15: Eden Prairie, MN. Air Expo

2001, (KFCM), 9 a.m.-6 p.m. B-17

"Yankee Lady," P-51s, P-40s, F4U, TBM.

(952) 939-1717,

July 14: Cloquet, MN. Fly-In , 7 a.m.-3

p.m. Serving breakfast and lunch.

July 14: Hibbing, MN. Sixth-Annual

Miners Breakfast Fly-In, 8a.m.-1 p.m.

Jul 24-30 Oshkosh, WI Airventure

(EAA Air Academy con't from page 7)

mature statement and I quickly turned to the right fully expecting to see an older person sitting in the right seat rather than the youngster that started the flight with me. Elyce was still in the right seat beaming with enthusiasm. This statement indicated a high interest in aviation to me so I kept in touch with Elyce and her mother Robin.

Since that Y.E. flight I have learned much more about Elyce. In keeping with her aviation interest, Elyce has gone to "Bring a kid to work day' with her father who is a mechanic at NWA. She was allowed to help do some actual maintenance on an aircraft, watch an inspector check out an airplane, sit in and study a DC-9 cockpit. She is proud to show her pictures of herself sitting in the DC-9 cockpit. A visit to the Minnesota State Fair Aviation booth afforded her the experience of building a rocket and launching it successfully. Elyce can often be found flying her rubber band powered model airplanes in her backyard. Elyce has a great uncle who owns and flies a Stearman regularly. Elyce's eyes light up when she tells about her uncle that always takes his yellow lab flying in the front cockpit. Elyce will then get pictures of her uncle Ledvig Stenning with a XR60-1 Constitution, an aircraft he worked on as contract technician for Lockheed. Elyce has attended many air shows in the local area including the CAF air show in St Paul. Her pastimes include flying the Microsoft Combat Simulator. Last month Elyce attended our EAA chapter 25 project visit and learned a lot about building a Kolb.

Elyce has been involved in several school plays. That in itself is not unusual. What is unusual is that she plays multiple roles in the same play. This shows that Elyce is a very studious youngster.

Although Elyce's 12th birthday will not occur until December 2001 she is mature for her age and will fit in well with the age group of 12 and 13 year olds attending the Primary camp this year. I expect Elyce to be a pro-active participant in the Primary Aviation Fun Camp session of the EAA Air Academy and am hopeful that she will write an article about her experiences at the camp for a future Chapter newsletter.



May Project Visit

Ron Hoyt hosted a great evening — Thanks, Ron!



Annual Book Sale of EAA Books and Videos -Chris Bobka

The sale is "50% off any item in the EAA Book/Video Catalog". Catalog is available at <http://homepage.mac.com/khuiz> FileSharing.html or <http://jove.prohosting.com/~kirkh/Catalog.pdf>

The Bingelis books, four of them, go for 50% off of the list price for the set of \$80 (so forty bucks-good price eh?). Shipping is free as long as you pick up the books/videos at a chapter meeting.

Also , the wood construction techniques book and video combo (Bill Rewey building his Pietenpol) for an additional \$12 and the welding book and video combo for an additional \$12. Finally, the Custom Built Sport Aircraft Handbook is advised for the FAA paperwork info for another \$7.50.

Flying and Glider Manual reprints are \$3.50 a piece or \$15 for the set of five.

Another favorite is the Golden Age of Air Racing at \$15.00 or \$16.50 with the video of the same name. If you are interested, contact chapter treasurer, Chris Bobka. Advise him what you want by email at bobka@compuserve.com or by phone at 952-432-7969. He will compute the amount owed and get back to you by email or phone call. You will then send him a check for the amount owed. There is a deadline of June 25th for check in the treasurer's hand. He hopes to have everything distributed by the end of July but it is up to the EAA HQ to get the stuff to him promptly.

Be aware that this sale is exclusive to the EAA chapters only. Only one order per chapter on the special order form mailed to the chapter treasurer. If you send direct to EAA HQ, they will not honor these prices but they will charge your credit card for the full price. Don't work outside the system.

Stuff for Sale/Wanted

For Sale: George Jevnager's RV-6A partners are selling their half. Contact George 952-933-2485

Ski's A-1500 \$600 Contact: Marv Getten
EAA Chapter 587 hangar on FCM. H. 473-5398

Hartzell HC-C2YK-1BF/F7666A-2 (Constant Speed)
Typically IO-360, or 0-360. Van's, Husky, Falco....

Contact: Frank Hanish 952-974-0561.
KR-2 Kit \$1995 Ron Barsness, Cyrus MN, 320-795-2708

FOR SALE. 1946 Aeronca 11AC Chief. Low-time, 1750 TT, 340 SMOH on 65 hp. engine. Completely rebuilt in 1980 to original style. Always hangared. Never a problem; jump in and fly it away. Lydia airstrip near Prior Lake. Asking \$14,000. It's my baby, I've owned it and flown it for 31 years, but don't have time to fly it these days. Noel Allard, evenings at 952-448-5047, or noel.e.allard@wellsfargo.com.