

# ON THE FRONT

EAA CHAPTER 25

MINNEAPOLIS / ST PAUL, MN

SEPTEMBER 2001

## EAA Aviation Camp by Elyce Mueller



*Flight instructor Sara Borg with Elyce  
"Let's go punch a hole in the sky!"*

This is a report/diary of my experience going to the EAA Aviation Camp. I hope it gives other Young Eagle flyers some idea of what our week was like there, and also what fun and adventure lies ahead for them !



*Elyce flying the glider that she made  
at EAA Aviation Camp.*

### June 15th, 2001 (Day 1)

Today is the day I leave for aviation camp! That was the first thing that I thought about when I woke up this morning! We loaded up our van with my camp items and drove down to the Faribault airport. My flight mentor Mike Dolan, (EAA Chapter 25), was there, along with my mom, dad, brother and my grandparents. I was so happy that everyone showed up to see me off! Mike had contacted his friend, Dan Carroll, to fly me to the camp, so we were all watching the sky with excitement, waiting to see who could spot him first! Then, I spotted him! He came in for a landing, parked, then came to meet us. Shortly after that we boarded his Beechcraft Baron and left for the camp.



*Elyce's mom Robin accompanies Elyce  
on the flight to aviation camp*

Mike Dolan and my mother, Robin, came with. It was a great flight! Dan showed me how his GPS works, and explained a lot about his airplane. It was cool seeing exactly where we were on the GPS! The weather was not very nice that day, it was raining, so I got to see how pilots handle bad weather.

*(Continued on page 7)*



*Elyce answers questions and shows items and photos  
after a presentation to Chapter 25 members*

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# Cleared for the Approach



by Frank Hanish

Welcome to the September issue of ON FINAL. This month we will be returning to the Operations

Building for a chapter meeting at the Air National Guard Base. If you are a new member, look for the directions on page 3 of this newsletter.

Chapter members with wings have had a great summer. It has been fun planning these chapter fly-out destinations the past few months. The Superior Wisconsin fly out planned for August 18<sup>th</sup> was weathered out, and will be rescheduled. With the coming of the Fall season, we should pick a date for a colorful flight. We can discuss this at this month's upcoming chapter meeting. I thank those who had called to join in on these fly outs. We will keep trying, so you please keep trying.

On Sunday, August 26<sup>th</sup> four vintage taildraggers had staged at the Stanton airport. The destination that day was Cherry Grove Central Air Park, Wanamingo, MN. Riding back seat in the Piper Cub 25WF, with Norm Tesmar at the controls, we set out to the southeast in search of Wanamingo. If it was not for the gaggle of ultralights in the pattern that day, one would have a challenge just to locate this air park. It is not very big, and well hidden when approaching from the north west. Despite the aircraft carrier appearance on approach, 1200 feet of lawn was more than enough for the light aircraft in our squadron. And the fly-in ...well let me just say, that every word written by Bob Stone last month in ON FINAL is absolutely the truth. Thank You - Mr. Jewel Ness for the wonderful hospitality, for providing such an air park, and for hosting this the 9<sup>th</sup> annual fly-in. It was a jewel!

Sunday, September 9<sup>th</sup> there were a number of Chapter members at the Maple Lake fly-in. Chapter 25 was good for at least nine of the aircraft in attendance. The calling card for this annual fly-in sponsored by EAA Chapter 878 is their pork chop dinner. The key to a successful fly-in event seems to be good food. Ask any EAA veteran.

Regarding business matters, for most of us our annual membership becomes due at the end of September. We will be initiating a two month EAA calendar sales period, so get your advance purchase order for calendars submitted by the end of October. We need your strong support of the Chapter's first annual raffle. We are behind plan on this project. And, we are seriously taking nominations for new officers to serve at least throughout 2002. With the culmination of the upcoming two months, we can then celebrate another successful year at the chapter's annual banquet - Thursday, November 8<sup>th</sup> @ 6 pm.

There is much work on the "To Do" list. Do not sit back, and just wait for someone to ask something of you. Ours like most organizations have a subset of dedicated participants. But each is only so capable, and/or only has a finite amount of time to contribute on a monthly basis on behalf of our chapter. Still ...it was once said, busy people always seem to get things done. I encourage everyone within Chapter 25 to contribute ...it is fun, and it is rewarding. I think so anyway.

Moving forward these next couple of months let's all chip in and take care of these issues. I am asking not just for your moral support, but for your participation.

—Frank

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# ON FINAL



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The Leader In Recreational Aviation

# Fly-Out to Blakesburg

## 2001

by Noel Allard



### “SOME THINGS CHANGE, SOME THINGS NEVER CHANGE”

1967. I had a new Private license. I'd been married for four years, had two toddler children. It was three years before I even thought about writing about Minnesota aviation history; I hadn't yet heard about the EAA. I didn't know anyone in the aviation community. But, it was summer and time to take the family vacation.

Somewhere I had heard of or read about an antique airplane meeting at Ottumwa, Iowa. How I convinced my wife that it ought to be the family vacation destination, I don't know. Why she agreed to go, I'm not sure. 35W was not completed then, so we journeyed down old Highway 65 through Iowa in our brand-new VW Beetle. I can remember the names of the little towns we slipped through, Hampton, Iowa Falls, Colo, Mingo, Prairie City, and Pella, beautiful Pella. The Dutch city, with tulips growing everywhere and all Dutch business names; Jarmsma Bakery, Van Gorp Manufacturing. “What if it was the Van Gorp Van Corp?” I asked my wife.

It was about 10:00 at night when we pulled onto the airport, an old Navy training field. As we drove slowly into the grounds we began passing rows of tents and car-campers, and we were mesmerized by the rotating beacon. We turned a corner and the car's headlights swept out onto the ramp, illuminating row upon row of biplanes as far as the light would range. My wife said “Oh, my God.” We setup our tent in the dark between a bunch of others. I didn't sleep very well that night.

The next day I was up at the crack of dawn and over at the fence. I hung there while my wife got the kids up and fed them cereal. I had no clue what to do next, but I knew I had to get in there to see the airplanes. I am not sure of how time went by, but I remember someone standing by my side. “Hello,” he said. “If you want to get in there real bad, I can get you a guest pass.” Oh, man, how fabulous. We walked back to the campsite for a cup of coffee. He introduced himself, Jim Ladwig. And coincidentally, he lived only a few blocks away from us in South Minneapolis. That was 1967, the start of it all for me, the old airplanes, the aviation community of people, the books I'd write, and three years later, my own airplane.



Biplanes at Sunset, Blakesburg 2001

When the Antique Airplane Association moved their show from Ottumwa to Blakesburg in 1970, (the same year the EAA moved to Oshkosh,) it began a new era. The site

# Fundraiser Update

by Ed Hansen

**Only one month to go and Chapter 25's first fund raiser will be history. The question each of us needs to ask is ... have I done my best to make this fund raiser a success?**

Those chapter members who are setting the pace with over 50 ticket sales are: Dan Carroll, 450; Dave Kujawa, 230; Ed Hansen, 130; Mark Kolesar, 100; Mike Dolan, 90; Tyler Sibley, 90; Gary Bradford, 50 and Frank Hanish, 50. Hopefully your name will be added to this list when the drive concludes on Oct 17th.

As of this writing, I have received approval from the CAP MN Wing Commander allowing Ch 25 to contact the various CAP squadrons for their interest in selling our raffle tickets. I have proposed a commission of 30% for each ticket sold by the squadron(s). Mike Dolan and I will be contacting the various squadrons in the next week seeking their participation.

**Thanks to Dave Kujawa we now have additional items to give to those members who's participation and effort has helped the fund raising effort. The items are: 2- NAA (National Aeronautic Association) T-shirts and 1-Weatherproof Micro-Fibre jacket with the Aviation Worlds Fair 2003 logo. Great gifts!**

**If you need more tickets contact Mike Dolan or myself and the tickets will be in the next day's mail. As we said before, it is important that everyone participate in this effort if we are going to reach our goal of \$3,500.00!**

**ORDER CALENDARS BY OCT - \$7  
ANNUAL DUES \$20 (\$5 Student)**

**Respond to Ron Oehler**

**Annual Awards Banquet**

**Thursday November 8, 2001**

**Social Hour at 6 pm, Dinner at 7 pm  
Royal Cliff, 2280 Cliff Road, Eagan MN**

## Directions-Sept Meeting

**To ANG Bldg , MSP, September 19th at 7:00 p.m.**

**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 grey 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.

# Blakesburg 2001 (Continued from page 3)

was an old farm, in the middle of the unglaciated hilly area of southern Iowa. A 2000 foot North-South strip had been plotted out by AAA President, Bob Taylor, between cornfields, gullies and a deep forested ravine off the north end. Planes landing from the North swooped over the ravine and disappeared from the sight of spectators when they touched down on the uphill runway. (Continued on page 4)

If you were landing from the South, you dropped in just over the tops of the corn, plopping down in a muddy low area close to an old farmhouse. But it was fun to watch, oh so much fun.

As a member you had the privilege of camping on the rolling grounds, hoping to find one of the fairly level spots, using an outhouse for the necessities, using strange brown clay water for washing your hands...don't drink it, breakfast served by the Blakesburg Band Mothers at picnic tables in an old tent, and sitting right next to the runway to watch the old airplanes takeoff and land. An old airplane lover's dream.

Over the years there were improvements; new shower houses, more parking, smoother runway, bunkhouse, library, pilot's pub, storage hangars, but some things never changed. The grounds were a haven for little animals, the kinds of things that the kids just loved. A murky pond was full of huge bullfrogs that they occasionally caught and dragged back to the campsite, walking sticks, crickets as big as hotdogs, enormous garden spiders, and in the trees, cicadas which some years produced an ear-splitting scream all day and all night long. The ground was clay; some years so hot and dry, it would crack and large things would fall into the holes. Some years it was so stormy and wet that once our tent blew down, the poles bent and unusable and we had to rope it to the side of our car, the mud elbow deep. Parked cars were marooned and abandoned. At night the sky was the blackest you would ever see and the arm of our galaxy we call the milky way glowed like a movie marquee overhead.

Never did anything keep the pilots from flying their old airplanes. The country's greatest antiques dropped in each year as they were restored. No antique airplane was too big or too precious to be landed at Antique Airfield. You could count on something spectacular every year. Vultee V-1, Iron Annie, Rapide Moth, Hamilton Metalplane, Curtiss Jenny, Stinson Gullwing, Staggerwing, Howard, Rose Parakeet, on and on. The strip tested the mettle of every pilot; the uphill landing, the crosswinds atop the hill, the close proximity of the buildings, the soft or lumpy grounds, the gullies and trees. It was a place carved out of the countryside totally different from Oshkosh. It was a place and time for the renewal of friendship of a members-only organization. Everyone knew everyone. But I hadn't been back for the last ten years.



*Camping under the wing of the Chief at Blakesburg, 2001*

This year, I proposed to Pete Gavin, the new owner of my Aeronca Chief, that, just for fun, we ought to take a trip down to Blakesburg. To

shorten the story, he agreed and we did just that, flying down for a day and an overnight. It was a wonderful experience. I had flown the Chief there three times in the early 80s and had a fairly good memory of the route; follow 35 to Mason City and bear left to Hampton to refuel. 160 degrees steady past Marshalltown, Grinnell, Pella, Oskaaloosa and then search carefully after the dragstrip at Eddyville, look for a tall microwave tower, a small patch with a lot of colorful airplanes amidst the greenery, and you have found it.



*A beautiful Staggerwing at Blakesburg*

We had been beating into a headwind and our air time had been four and a half hours. Pete let me make the landing and because I don't like that ravine, made a high approach and slipped in.

We tied down, set up our tent under the wing and headed for some lunch. For the next eight hours, we looked at old airplanes, and renewed old friendships. I introduced Pete to some wonderful characters and was very pleased to see that it was still a family place. The friends I knew had brought their children with them, though now they had grown, some were in college. The place and people were still as I remembered. Pete said he was impressed with the uniqueness of this event, as compared to Oshkosh.

There were some familiar faces from our area; Clay Adams, Brian Doyle, Dave and Peggy Bates, Gary Hanson, Tim and Luverne Verhoeven. After a very light breakfast, to stick to our plan to return on Sunday, September 2, we rolled off at about 8:30 am and headed North for Hampton in a hazy sky, trying to beat a weather system moving across Southern Iowa. In the haze over Iowa, even though we were holding a steady course, all small towns look very much alike and the big towns were just at the limit of visibility. It was at this point that we had our only moments of anxiety. We lost our map.

With one of us flying, the other in turn searched through the camping gear and tie downs, clothes and cameras for the map. No dice, we were on our own, lost over Iowa. I don't want to say which of us lost the map, or which one found the map that one of us was sitting on, but we had a good laugh when it was over and we breathed a sigh of relief when the water tower at El Dora confirmed that we hadn't budged from our course. The crosswind landing back at Lakeville was not pretty but anticlimactic to the trip. I have not attended the AAA show at Blakesburg for almost ten years, but it is still one of the most fun summer trips you could wish for. Thank you Pete, for letting me have that one more trip and doing some of the flying in my old Chief. And Pete, next year, take one of the other guys from Chapter 25 down. It's a great place and a fun trip to share. I'll meet you there with all the camping gear.

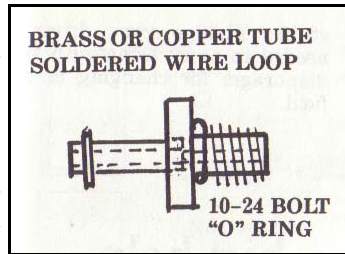


(Originally published in Short Wing Piper Club Newsletter)

There is a special process for bleeding the brakes of the Tri-Pacer aircraft. This method could also be modified for hydraulic brakes on other models of aircraft. The proper procedure, found from experience, is to pump fluid from the bottom of the system or lowest point (brake shoes) to help push the air in the system up to the reservoir's fill-plug hole. I have found an inexpensive and easy way to provide the hydraulic pressure for bleeding the brake system out in the field when necessary.

Buy at a hardware or auto store a metal 5 oz. oil pump can with a metal spout. Don't use a plastic container because the hydraulic fluid could react with it. You then remove the soldered, tapered fitting on the end of the spout and replace it with a piece of brass or metal tubing soldered in place of the fitting. Depending on the size of the end of the spout several pieces of tubing might have to be telescoped together and soldered. Also at the hardware or auto store, buy a piece of clear 1/8 inch inside diameter vinyl tubing roughly 12 - 18 inches long. The size of the tubing needed will depend upon the spout's outside diameter and the vinyl tubing inside diameter. Push one end on the pump can spout. For the other end, buy a fitting that will screw into the top of the brake cylinder or fabricate a fitting which I will describe. Follow along on the diagram below.

On the Tri-Pacer, the brake bleeding screw hole is a 10-24 thread size. If the appropriate fitting cannot be bought, there is a simple alternative. Make one from a 10-24 size bolt (not a screw-slotted type head) 3/8 inch long cut down to 1/4 inch. Drill a small hole, #40, down through the center of it's length. Try to be accurate when you center-punch for drilling. If you have a drill press this is a simple operation. This could also be done using a vice for the bolt and a handheld electric drill. Because the bolt is a short length it should be easy to do. Because the drill bit is small, use a slow drilling speed and use cutting oil for proper lubrication and heat control through the length of the bolt. Now just on the head end of the bolt, drill a larger hole the diameter of the tubing that is being used, about 1/8 inch deep to permit inserting a copper or brass tube. Solder it in; using silver solder is the preferred method. On the other end wrap a one turn of brass or copper wire just next to the end of the tube and solder it. That one wrap will act as a retainer for the vinyl tubing. Using a bolt head permits a small wrench to be used to lightly tighten it into the brake bleeder port on the top of the brake shoe housing. Be sure to put an "O" ring under the head of the bolt to seal the bolt to the bleeder housing for the small amount of pressure the pump can develop.



Before the bleeding process, remove the plug from the brake reservoir and place some rags under it to catch the fluid as it comes out during the bleeding process. Before attaching the bleeder hose to the brake housing, pump the air out of the pump can bleeder hose and get a good clean flow of fluid. Plug the

end of the hose with your finger as you position the hose and fitting into the brake housing. That way, the least amount of air is introduced into the system lines and a lesser amount of fluid has to be pumped thorough the



Don and Eileen with their Tri-Pacer

brake lines. Do both brakes with the bleeding process. It helps if a second person can monitor the fluid coming out of the reservoir and put the plug in before disconnecting the pump can hose and fitting. By replacing the reservoir fill plug first, that lessens the tendency of the fluid to seep back out of the brake bleeder port before the replacement screw is fully in place.

## Adjusting the Parking Brake

Another undocumented procedure is how to properly adjust the travel of the parking brake handle. The fluid level should be at the bottom thread of the plug hole with the brakes off as the beginning step. Next, pull on the parking brake handle and set the parking brake knob. Now remove the reservoir plug and put in a few drops of hydraulic fluid at a time till the fluid comes to the bottom of the threaded hole. Reinstall the plug and release the parking brake knob. Now try the brake handle and see how much the handle moves upward, how much resistance is generated, and how close the handle comes to the lower edge of the panel. There should be several inches of clearance.

As a double check, raise each main gear axle and check the rolling motion of each wheel. If the brake handle comes up too close to the bottom of the instrument panel, add several more drops of hydraulic fluid into the reservoir with the parking brake on. Release the parking brake and check the rolling friction of the wheel and brake. If, after adding more drops of hydraulic fluid, the rolling friction of the wheel becomes detectable with the parking brake off, then using a drinking straw extract the extra drops that were put in previously. Just insert the straw into the fluid, pinch the straw and lift out a small amount of the fluid. Also at this time, check the mechanical brake clearance with the wheel raised off the ground. Set the clearance so the wheel is just short of dragging on the brake shoes. The process is very similar to adjusting brakes on old cars. There is just one mechanical screw and lock nut for each brake shoe.

Another thing that a smart Tri-Pacer owner can do is to carry a spare master brake rubber diaphragm. It is the same as the J-3 Cub, because the Tri-Pacer uses the same master brake cylinder. The Tri-Pacer is operated by a pull cable and the J-3 Cub uses the shoe heel to push on the brake lever. Carry along a small stubby Phillips screw driver with this diaphragm for changing in the field.

# Chapter 25 Fly-outs

## **Next Fly-out:** Sept 22, Glencoe Brat & Sweet Corn Feed 11 am—2 pm

Let us know if you plan to fly out, or if you would like to ride along. Contact Frank or Pete (see p. 2 for email address and phone numbers.)

## **Aug 18 to Superior (Rained out, to be rescheduled)**

## **Aug 19 to Boyceville, WI**



When Pete Gavin and Bob Stone approached Boyceville in the Chief, they discovered aerobatics in progress. It is a real treat to view an airshow from 2500 msl—half the show is below, and the box they are flying in is much easier to appreciate. As you can see by the Tri-Motor on the left, there were some great planes on the ground as well. The beautiful float on the left was also a surprise—it turned out that the Boyceville airshow was a prelude to the annual PickleFest parade down main street, just 2 blocks from the airport. Bob bought lunch for \$2.50 each, including a soda, brat, and 2 ears of sweet corn. Boyceville 2002, here we come!

## **Aug 26 to Wanamingo (Cherry Grove Central)**



As mentioned in Frank's "Cleared..." article on p.2, this one lived up to Bob Stone's description in the August On Final.

Members seen include Norm Tesmar & Frank Hanish (J-3), Steve & Jeff Dietz (Luscombe & another J-3), Dick Harding and friend (C-140), Don Eide (Champ), Pete & Faith Gavin (motorcycle), Will Smith (auto), Paul Wilcox (auto), Ron & Sharon Hoyt (auto).



The beautiful Stearman on the left brought fond memories of wartime flight training (Ottumwa, 1943) to Paul Wilcox. Frank took the aerial view from the Cub on takeoff. Great hospitality from Jewel Ness & family including delicious food,



great country music, and the opportunity to critique landings on a 1200' grass strip! This will definitely be an annual outing.

## **Sept to Blakesburg (See Noel's article on page 3)**

# Gone West

by Pete Gavin

I first met Ben Moyle in 1978, when I took a job as a programmer at the Federal Reserve Bank. Ben was the chief systems programmer there, and I quickly learned that Ben was known as a systems guru not only at the Bank but at programming shops throughout the country. Ben was ambitious, and left the Bank to start his own business just a few months after we met. Over time, I had the opportunity to study a lot of the code Ben created, and I was always impressed with his ingenuity and thoroughness. His consulting firm, BIM Associates, was very successful and continues in business today.

Although I was not close to Ben personally, I heard about his activities over the years through friends at the Bank. When I became interested in flying, I learned that Ben owned a very fast home-built that he flew around the country on business. One time I happened to mention that I was looking for fly-ins, and a few days later, Ben sent a bundle of fly-in calendars trimmed out of a half dozen aviation periodicals.

The last time I talked with Ben was about four years ago at the wedding of a mutual friend. We talked a little about flying, and he was hoping to find more time to work on his instrument rating so he could use his plane for more business trips. He talked about storm scopes, and his experiences flying around thunderstorms.

I was at Oshkosh the day of Ben's accident. That Thursday, I met Bob Stone for lunch, and we began an extended tour of the beautiful planes on the flight line. It would have been about that time when Ben started the final approach of his tenth annual flight to Oshkosh, proceeding east from the Fisk intersection. I can imagine Ben on-task, monitoring his airspeed as he banked and turned to maintain his distance from the plane ahead. Apparently, Ben somehow dropped his airspeed too far, and found himself in a stall/spin situation.

I knew Ben through his code, mutual friends, and occasional conversations. Ben was a problem solver, and a practical risk-taker. With those skills he started his own business and created jobs for many people. I don't ever remember hearing Ben complain. I never heard Ben blame anyone else for anything. He automatically took responsibility for everything he did. I wish Ben could tell us what happened that Thursday. I know he would have some suggestions to make things safer for others.

Ben was airborne in this world for 55 years, and continues his flight in a different world now. I imagine Ben flying at night among the stars, with that confident smile on his face, celebrating the exhilaration and serenity of a soaring spirit at peace. Thank you Ben for sharing that spirit with us.

Ben Moyle was an active member of EAA Ch 178 in Minnetonka, serving as president for many years. Ben began flying at age 17 and was a very experienced pilot. He was fatally injured on July 26 on his final approach to Oshkosh. The following is taken from the preliminary NTSB report:

*On July 26, 2001 at 1312 central daylight time, an amateur-built Schuchart Stoddard Hamilton SH3, N325HP, owned and piloted by a private pilot, was destroyed when it impacted the terrain and burned about 2 miles west of the Wittman Regional Airport (OSH), Oshkosh, Wisconsin. The aircraft was on final approach to runway 09 (6,178 feet by 150 feet, asphalt). The 14 CFR Part 91 flight was operating in visual meteorological conditions and was not on a flight plan. The pilot, who was the sole occupant, was fatally injured. The exact departure point and departure time have not been determined.*

*Witnesses reported that the airplane was making "S"-turns while on final approach. One witness reported that the aircraft's nose was high and appeared slow. The aircraft stalled and spun."*

# Aviation Camp (Continued from page 1)

He did a great job!! It was nice that Dan and Mike took time out of their lives to fly me to the camp!

We arrived at the Academy about noon, and checked in. I was the 2nd kid to arrive, so they had a lot of time to show us around! First they took us to my room, that I will share with 3 other girls, then they took me to get a computerized badge made. They took my photo and made a hard plastic badge with my name, photo and all my information on it. It came with a strap on it so that we wear it around our neck the entire week. The photo badge gave us access to the museum and all the EAA grounds!



Elyce at the lodge with flight instructors Sara Borg and Julie Cameron

When the badge was done, they took us all on a tour of the lodge. It was huge! It's all brand new, with airplane items all over! They have a great recreation room in the basement, and brand new bikes outside ready for us to take around the campus! I can't wait to get going! My mom, Mike, and Dan ate lunch with me, then we said our good-byes.

All the other campers showed up a little while later (19 boys, 4 girls). The staff called us down to the great room, and we introduced ourselves and stated our goals for the camp. My goal was to gain more knowledge about aviation and to fly. We were then dismissed to go unpack our things and spend the rest of the day getting to know each other better. We went to the recreation room and hung out until bed time.

## Day 2—Gliders, flight training, and the museum

We began the day with the raising of the flag, the American, Wisconsin, and the EAA flag. We then had a brief meeting about the days activities. We ate breakfast, then went over to the EAA museum. They have classroom workshops set up in the museum for teaching and building things. The public does not have access to these areas. In the classroom, we received our instruction sheets, and the staff explained to us what we were to do. Today we are going to build model gliders. We cut the gliders out from balsa wood, and followed the instruction sheet on how to build it.

I had completed about 1/4th of the glider when I was told that I was going to leave to go fly an RV7A. I was so excited!!! I got into a van with another kid (Casey Bozza, who was going to fly RV6A), and 2 staff members. They drove us to the hangers which held the aircraft. My flight instructor, Sarah Borg, and I went over the checklist to make sure everything was in order. We also got to know each other better. I found out that she is also from Minnesota. She then started up the plane, and we were off!! She said to me, "let's go blast a hole in the sky!". I like that line! She did some positive and negative G's and a few crop dusters. Then she handed me the control. She told me to be careful, because the slightest movement could turn the plane.

When I was flying, she said I was one of the better pilots! I flew for about fifteen minutes, then Sarah took over and landed the plane.

They drove us back to the workshop so we could finish our gliders. I worked on assembling it, the staff had us put clay on the noses of the gliders to balance them, then gave us a small sling to propel our gliders. We stopped for a short lunch break, then we took our gliders out for a first flight!! We flew them for awhile, then went back to the workshop where we received instruction sheets so we could complete our rubber-band powered models. We went out and flew them some more, then went back to the lodge for supper. After supper, we got to go to the EAA museum and look around. We saw a lot of really neat planes like the Voyager, a Wright brothers replica plane, and also some of the smallest airplanes in the world. Our badges gave us access to go beyond the roped enclosures around the planes, so that was really cool to get an even closer look at these airplanes!! We then went back to the lodge and went to bed.

## Day 3—Challenge course, balloons, and parachutes

We started the third day with the flag raising again, followed with our morning briefing. We ate breakfast, then got ready for the challenge course. We did some group stretches, then got into groups and walked to the challenge course. Once there, we got on a big sea-saw and had to balance it out in the middle, then we had to slowly move out until everyone of us was on the last three boards on either side. It took us a while, but we finally figured it out. We then walked over to our bikes and rode them to the workshop.

At the workshop, we got the supplies needed to make hot air balloons! We drew plans, then made our balloon out of a dry cleaning bag. When we had completed it, we went into the museum and filled our balloon with hot air, then released it. The staff kept track of how long it stayed in the air. Our balloon stayed up for about 14 seconds. When we were finished with our tests, we rode our bikes back to the lodge for lunch, then got our next project sheet from the staff. We would be making parachutes out of the dry cleaning bags. At the workshop we completed that project. We then went up in the balcony and dropped them off. The staff kept the time again. My time was 3.39 seconds. We had a little time left after that project was over to explore the museum some more, then we went back to the lodge for supper. We ate, then got our EAA tee shirts, then went to bed.

## Day 4—Challenge course, rockets, and wing ribs

The fourth day, once again, started out with the flag raising, followed by our briefing. We ate breakfast, followed by stretches and then on to the challenge course. Today at the course, we had to get a partner and you both got onto a log that split into a V shape. You and your partner had to grab hands and slowly take steps until you reached the end of the logs. Then it was on to another challenge. This time there were three platforms and two groups, one on either side of the middle. The goal was to get both sides on the other groups platform.

After we did that, we went to the workshop. Once there, we received a packet of rocket material!! We then got to work constructing our rocket! After the rocket was completed, we started another project, building our own wooden wing rib. We built 1/2

# Note-EAA-M's

Notes to EAA Chapter 25 Members

## Chapter Gatherings

- Sep 19 EAA Ch 25 Meeting, 7pm**  
Air National Guard at MSP, North Side
- Sep 22 Ch 25 Fly-Out to Glencoe, 11am**  
Brat & sweet corn feed, 11am—2pm
- Oct 17 EAA Ch 25 Meeting**  
Location to be determined

## Fly-Ins/Special Events

- Sep 14-16 Watertown WI (RYV)**  
Stinson Reunion 630/904-6964.
- Sep 14-16 Faribault MN (FBL)**  
17th Anl. Balloon Rally 507/334-7181
- Sep 14-16 Three Lakes WI (40D)**  
Commanche Soc. Fly-in 920/684-6263
- Sep 15 Aitkin MN Taildragger**  
Fly-in Luncheon 218/927-2443 or 4104
- Sep 15 Sandstone MN Dick's Field 7am**  
Pancake bkfst, 1800' grass strip NW corner of Grindstone Lk 320/245-5471
- Sep 15 Tower MN (12D) 7a-6p**  
Airport and Seaplane Fly-in/Camp  
Bkfst/pig-roast/cornfeed 218/753-2331
- Sep 16 Rock Falls IL (SQI)**  
Pancake bkfst 630/543-6743
- Sep 16 Hector MN (1D6)**  
Flight bkfst, static display 320/848-2745
- Sep 16 Jackson MN (MJQ) 730a-noon**  
Fly-in bkfst 712/836-3794
- Sep 16 Yankton SD (YKN) 7a-1p**  
Breakfast 605/665-7525
- Sep 16 Decorah IA (DEH)**  
Fly-in Bkfst 319/382-8338
- Sep 16 Turtle Lake ND (91N)**  
Fly-in Bkfst 701/448-2253
- Sep 16 Medford WI (MDZ) 8a-1p**  
Pancake Bkfst 715/678-2152
- Sep 22 Glencoe MN (GYL) 11a-2p**  
Brat & sweet corn feed 320/864-5257
- Sep 22 So St Paul (SGS) 630p-midnt**  
CAF Hangar Dance 651/455-6942
- Sep 22 Watertown WI (RYV) 9a-4p**  
Safety seminar/bkfst/lunch 608/267-2142
- Sep 23 Preston MN (49Y) 730a-1230p**  
Omelet bkfst 507/765-2582
- Sep 23 Springfield SD (Y03) 7a-1p**  
Fly-in Bkfst
- Sep 29 Bowstring MN (9Y0) 10a-2p**  
Hotdogs & chili 218/832-3567
- Sep 30 Madison MN (DXX) 8a-noon**  
French toast bkfst, 320/598-3467
- Oct 6 Park Rapids MN (PKD) 10a-2p**  
Fish&french-fry feed 218/237-8528
- Oct 6-7 Midland TX (MAF)**  
CAF Airshow 2001 915/563-1000
- Nov 8-10 Fort Lauderdale FL**  
AOPA Expo 2001 888/GO2-EXPO

## Aviation Camp (Cont'd from page 7)

of the rib, took a lunch break, then finished the wooden rib. We then went to watch a video about rockets. After the video, we went outside and flew our rockets! Mine stayed in the air for 11.69 seconds. We went to supper after flying our rockets, then went miniature golfing, then back to the lodge and went to bed.

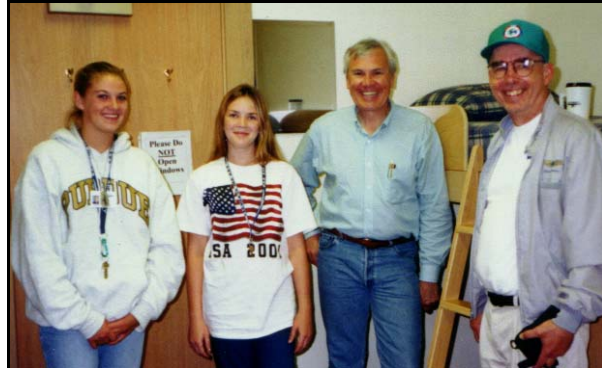
### Day 5—Challenge, metal wing ribs

Today is our last full day here, tomorrow we go home. I wish camp never ended! We had the flag raising, the briefing, breakfast, then we went to the challenge course to try two challenges. After we completed our course, we rode our bikes to the workshop where we got instruction sheets on how to build metal wing ribs. We worked for most of the afternoon on the ribs. They look cool completed! I am going to hang this on my wall in my room!

We had some time to go through the museum again, then we went back to the lodge and "flew on the computer". We used Microsoft's Flight Simulator 2001. They gave us each a full version game to take home with us! Now I can fly inside when I get home! After some time spent on the simulator, we had a bonfire with everyone. The staff announced the awards. The awards were about how they remembered us. My award was the "ON THE RUDDER" award. My flight instructor Sarah said it was because I handled the rudder very well!! At the bonfire, everyone was kinda sad because they knew that tonight was the last night, and that they were going home tomorrow. It was hard to get to sleep knowing that.

### Day 6—Last day

We started the day with the flag raising. We then went in to pack up our things, then ate breakfast. After breakfast, we said our good-byes, then everyone slowly got picked up for home. Some went by plane, some by car. We all had everybody else's addresses because they gave us all a packet with names and addresses (plus email addresses) of all of the campers and the staff. It will be great to keep in touch with friends that I made there, and to see where they go with their aviation interest!! My mom said that I would "come back a different person", and she was right! There was even a big article about me going to this camp in our local paper "The New Prague Times". It tells about how EAA Chapter 25 helped to send me to this camp. Thank you Chapter 25 for the experience, and a special thanks to Mike Dolan for being my flight mentor, and to Dan Carroll for flying me to camp!!!



Counselor Sara Rodgers, Elyce, Dan Carroll, Mike Dolan

## Stuff for Sale/Wanted

**WANTED J-3 CUB**  
Jan 952-361-9787 email jberg66227@aol.com  
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For Sale: One Share in J-3 Cub Club, currently \$100 per quarter plus \$20 per hour wet. Hangared at Crystal, priority to chptr members. Keith Miesel 651-227-6199  
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For Sale: One set of wings for a '77 Bellanca Decathlon; one yellow tagged engine mount for same.  
Mark Kolesar H 763-544-6766, W 612-371-5171  
\*\*\*\*\*

Hartzell propeller from Piper Cherokee 180  
Ronn Winkler 952-829-5654  
\*\*\*\*\*

O-290-G Lycoming, 1 hr on overhaul, mounted on test stand with prop. \$2,500  
Cessna 150 main gear, wheel pants, wheel cyl., tires-complete \$250  
Buick and Olds. Aluminum V8 engines-both \$200  
8" spinner w/plates—cont. bolt pattern, new in box \$50  
Gene Stinar EAA 121451 Ph 651/258-4432  
\*\*\*\*\*

Ski's A-1500 \$600 Contact: Marv Getten  
EAA Chapter 587 hangar on FCM. H. 473-5398  
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New Aeroquip Hose # 306-4, eight feet, retail is \$2.45/ft -- Asking \$12.00  
Low pressure latex hose 1/4 ID 3/8, five feet, retail is \$1.99/ft -- Asking \$6.00  
Vacuum clear vinyl tubing 3/16 ID, six feet, retail is \$0.19/ft -- tubing is FREE if you can use it!

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  
\*\*\*\*\*

1946 Aeronca Chief 2 place with 85 hp Cont., metal prop, wheel pants, rear reserve tank, rudder mod, Federal skis, nice fabric, new glass, rare hand starter inside cockpit, low time airframe and strong engine. \$15,000.  
Karl or Craig Miller 320-864-4219, Glencoe.  
\*\*\*\*\*

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

**Welcome New  
Member  
Elyce Mueller**