

WINTERMAIL

EAA CHAPTER 25

MINNEAPOLIS / ST PAUL, MN

OCTOBER 2001

This letter is shared as a reminder of how important freedom is to us all

Readers Viewpoint

Mokena News-Bulletin
Mokena, IL August 16, 1954

Open letter to Mrs. Margaret Semmler, Editor

I have participated in the past four parades and Memorial Day services held each year in Mokena as part of the color guard. Each year it hurts me very deeply to see the discourtesy and complete indifference shown by the residents of this community to the flag of the United States of America. Of the huge crowd that viewed the parade held here Sunday, I could count on my fingers the number of people who showed their respect for the flag of their country by a simple salute. Those who were sitting would not even take the courtesy to rise as the flag past. If by chance there were any communist watching the parade, they must have felt a glow of satisfaction, and could answer their Russian friends that the seeds of communism could grow like the corn in our fertile fields.

We have spent millions of dollars annually to educate our children in our schools and then destroy those teachings by setting a poor example. One of the first things taught our children in our schools is the "Pledge of Allegiance to the Flag". Our congress, which is still in session, was so concerned that it spent many hours to revise the pledge to include

(Continued on page 3)

Three Flymigos' Labor Day Weekend *by Norm Tesmar*

Dan Carroll, eager to celebrate his recent retirement, decided a Labor Day fly-out in the Baron was in order. Dave Jacobson and I got the call to serve as flight crew. Well, this is what I call a willing abduction! We decided to start with the National Stearman Fly-In at Galesburg, Illinois and then fly to Dayton, Ohio for a tour of the Air Force Museum.

An early morning take-off and we were airborne at 7,000 ft., southbound to Galesburg in beautiful VFR with a few scattered cumulus. Then in less time than it takes to watch Waldo Pepper, we're there, parked and secured on the northeast corner of the Stearman pack. Definitely the most Stearmans I've seen in one place—some real beauties but more to arrive since it's still early. So we picked up a rental car and headed into town to arrange quarters and get some eats. We returned to the airfield to tour the planes and take in the Air Show. We watched John Mohr from St. Paul in his stock '43 Kaydet, Ty Englehardt in his Pitts S-2C, Dick Willetts in his "Crazy Cub" J3, and even an Ercoupe trailing smoke in the pattern.

The next morning we take off with our IFR flight plan in hand, puffing through a few cumulus as we head East to Dayton. Each leg of the route conjures up an average of one joke and one hand-off to a new controller. With an autopilot, GPS, and Stormscope to help with navigation, you definitely get extra time in the cockpit. Before long we spot Dayton International, unexpectedly quiet with only one departure for traffic. Smoothly on the tarmac and we're FBO bound. We tie down the Baron and head for the valley where the museum is located. They're flying large scale RC (remote control airplanes) off the historic base runway near the museum, demonstrating colorful kits and whirlygigs.

First thing, the three amigos caught an IMAX showing

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Tying down the Baron at Galesburg



Stearmans at Galesburg

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Cleared for the Approach



by Frank Hanish

God Bless America. Who would have thought, that in September 2001 several of the United States commercial airliners would be used as weapons of such terror. It remains impossible to comprehend, such devastation and mass murder. The American resolve has been steadfast, and we proudly display our patriotism. Flags are now seen in abundance, flying high throughout our cities, in neighborhoods, and on many vehicles.

We will never forget the lives of those directly affected by these cowardly attacks. We have read the stories both of the heroes, and of the tragedy for family members, friends, or business associates. We have received an abrupt wake up call. That the world of civilized nations must unite to police, if not eradicate, such evil in this world.

While we put our trust within the administration to seek resolution, we collaborate for the promotion to free what is currently known as "enhanced" Class B airspace. Specifically, the exclusion of VFR flight operations at airports that underlay the traditional Class B airspace.

EAA believes that Ben Franklin's quote – "If you give up your freedom for security, you have neither." – is a most appropriate touchstone.

For individuals not involved with general aviation, life has begun to return pretty much to normal. The public is well aware of the fact that commercial airline operations have been challenged, and with several new measures in place, have gotten back to business. This is mandatory for stabilizing our economy. But much less known is the importance of general aviation operations to many local economies. They are still for the most part curtailed in more than a dozen major metropolitan areas.

It was just a few hours ago that the United States led the initial bombing and humanitarian campaign into Afghanistan. It is an arduous time, one that will be analyzed, and then forever written about within the history of mankind. I did fly to Eau Claire today to partake in an EAA Chapter 509 fly-in breakfast. A good day of flying usually generates a payload of prose. Still, I am finding it nearly impossible to write about chapter business.

As would be expected, the topic for discussion today amongst pilots was the current "enhanced" Class B airspace restrictions. Most would agree that the economic health, if not our sport, is in serious trouble. Airport businesses affected by the current VFR policies within our MSP reliever airports have, or will soon be, closed due to the hardship caused by this grounding of some 90% of the general aviation fleet.

It is currently expected that the National Security Council after four weeks, will begin to address general aviation concerns. Relief will hopefully be on the way, with "enhanced" Class B airspace released incrementally in small groups based on the security assessments. There

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ON FINAL



Minneapolis/St. Paul

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The Leader In Recreational Aviation

Readers Viewpoint (Continued from page 1)

“one nation under God” as part of the pledge.

As veterans we participate in these parades only for the pride of our organization and the satisfaction of being part of this great nation.

I will continue to be part of the color guard in the Memorial Day services out of respect for those who paid the supreme sacrifice to keep our nation free. I personally will never again be part of the colors in the home coming parade because of the humility I would feel by the utter disrespect shown for our flag. In the past parades we were joined by many other veteran groups with their colors. Evidently our neighboring veteran groups feel as I do, as not one of them were present with their colors although all were asked to participate.

As editor, I hope you will publish this letter and that the people who read it will take it to heart and in the future be proud to show their respect for their flag on all occasions it is displayed.

Sincerely,
Edward S. Carroll
Senior Vice Commander

The letter was written to the editor of a small town newspaper in Mokena, IL, which is now a suburb of Chicago. The text of the letter is rich in symbolism and epitomizes one man's love of his country. The era was different and Americans had fresh memories of WWII and had witnessed the recent end of the Korean War and the rise of Communism.

The author had very little in terms of material goods, but he cherished the American dream, the opportunity to be free and the right to pursue his own dreams in America. Despite having only a 9th grade education, he worked hard to better himself after WWII and gave generously to his family, his community and his country. The author of the open letter to the editor was my father, who unfortunately died in 1964 at the age of 46.

My sister and I found this letter a few weeks ago when we were going through old family memorabilia. We found the article particularly interesting because of the tragic terrorist attacks on September 11th and the fact that it has personal meaning to both of us. I want to share the article with our chapter members not only because of the September 11th tragedy but because it's a reminder of how important it is to value and protect our right to live free.

I know that if he were living today, my father would still have the same strong sense of pride in country and I suspect he would be proud of how Americans rallied in support of their country after the September 11th attack. God bless America.

—Dan Carroll

Prize Drawing Oct 17

by Ed Hansen

This is it!

The fundraiser ends at our October meeting with the drawing(s) for \$750 in cash and other prizes.

Accordingly, turn in all monies you have collected along with the ticket stubs as soon as possible.

To avoid any last minute confusion on the 17th, send your money and ticket stubs to:

Mike Dolan
4266 Chester Court
Webster, MN 55088
952/ 652-2436

or Ed Hansen
17785 Layton Pat
Lakeville, MN 55044
952/ 892-7266

If you still have some unsold tickets, please consider buying them for the good of the cause.

As of this writing Chapter 25 member participation has exceeded 80%, with only 7 members not participating. Projected ticket sales are anticipated to be in the \$2,600.00 to \$2,800.00 neighborhood which should give us a net profit of \$1,800.00.

With two weeks remaining we still have the opportunity to generate more sales and positively impact our net profit. Your support to this effort is appreciated.

Deadline to Order Calendars:

Nov 8 (banquet) - \$7 ea.

Deadline for Membership Dues:

Oct 1 - \$20 (\$5 Student)

Dues must be current to receive newsletter!

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

\$19 ea. Choice of Beef Tip Stroganoff or
Chicken Breast with White Wine Sauce

Speaker: Elizabeth Strohfus

Respond to Ron Oehler by November 1st

Directions

October 17 Meeting, 7pm

Ken Beene & Fred Hiatt's hangar

32D on Hotel Lane at Airlake (bright, clean & heated!)

Go South on I-35 to Hwy 70 (Megastop), then East to Hamburg Ave (3rd stop sign.) Right turn and South to airport perimeter road. Left on airport perimeter road then watch for the taxiway with all the cars parked in front of the hangar.



Result of Jeff & John's wing fitting marathon - April 2001

Since the presentation to Chapter 25 last March, lots of progress had been made, but it's not as obvious to the casual observer as the previous progress in building the airframe. The construction of the Sonex airframe involved lots of large expanses of 6061-T6 aluminum, and as sub-assemblies came together, the personal satisfaction of being able to sit in the cockpit and make airplane noises finally became a reality. Now that the dual sticks are installed, the elevators connected by the pushrod, and the rudder pedals connected via their cables, sitting in the cockpit making airplane noises has gotten even one dimension closer. (It also has helped to have been taking tail dragger lessons at SYN for the last two months.)



Control sticks & rudder pedals installed



Engine fitted to mount - perfect fit!

pushrod, and the rudder pedals connected via their cables, sitting in the cockpit making airplane noises has gotten even one dimension closer. (It also has helped to have been taking tail dragger lessons at SYN for the last two months.)

Wings Fitted

In April, Jeff Coffey and I spent a marathon weekend fitting the wings on his and my Sonex. That was a milestone, and the appearance of the fuselage with wings attached really boosted the outlook for completion in the foreseeable future.

The current phase includes three major areas: engine mounting and connection of controls, wiring, and panel construction.

Engine & Engine Controls

On Sunday 9-02-01 Jeff and I hung both engines (Jabiru 2200 – 80 HP/128 pounds) on their mounts. The job was not difficult at all due to excellent design and construction of the tubular steel mounts by the Sonex factory. Positioning the engines over the four tube mounts and installing bolts to secure them was made easy by using a small portable engine hoist rented from a local agency. The total time to accomplish the task for both airplanes at two different locations was less than three hours.

Now, with the engine in place, much of the load has been taken off the small tail wheel. The fuselage now can be rolled around in the garage with relative ease, and sitting in the cockpit in the

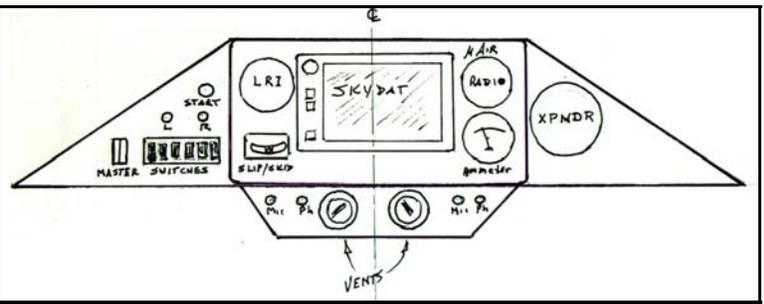


It's starting to look like an airplane! (Note gear leg fairings attached)

three-point position feels as it should for a tailwheel airplane. The engine control cables and other wiring have not been completed as yet, but the fuel line has been run from the header tank through the firewall grommet to the gascolator. All AN fittings were used for the fuel line assembly, with threads sealed with Loctite™ PST sealant. When my Aero Carb (developed by John Monnett at Sonex) arrives, I will route the fuel line segment from the gascolator to the carburetor.

John's Panel Construction

The panel sub-assembly was long ago cut out and riveted together. It consists of a center rectangular section with a triangle section on right and left sides. I have made full size patterns for the various instruments I'm planning, and taped them to the clecoed-on panel, just to get the feel of the thing.



John's current panel design

After several iterations of instrument clusters, I have finally decided on what I want. Having read some articles in *Kitplanes*, *The Experimenter*, and *Sport Aviation* on the subject of panel design, and having decided on right hand control sticks, I decided to put my switches and controls on the left side of the panel, and lesser used items on the right. The panel will consist of the usual throttle and mixture controls on the far left, with master, mag switches, and mini-switch panel on the left hand triangle section.

At center of the rectangular section will be a Skydat GX1 instrument. To its left and directly in front of the left seat will be a Lift Reserve Indicator (operating from an under wing probe) and slip/skid ball. To the Skydat's right will be a Micro Air transceiver and ammeter. On the far right triangular section will be the transponder.

The Skydat GX1 is a rectangular screen LCD instrument. See <http://users.iafrica.com/a/am/ampfro/> for more details. Because the Skydat displays both flight information and engine operation, I believe it will be a great all around instrument for a panel with limited space. The cost is interesting as well, which can be seen at the web site given. This instrument is in process of being shipped.

The Lift Reserve Indicator is a differential pressure gauge, linked to a double pitot-like probe, which hangs at an angle under the wing. This device provides continuous readout of angle of attack information in an easy to scan single display. More information may be found about it at <http://www.liftreserve.com/>.

From all reports, one can eventually get comfortable enough monitoring the LRI and slip/skid ball to land the airplane should other instruments fail. Rather than purchasing the whole LRI assembly, I have purchased the differential pressure gauge, and will purchase the probe. I will do my own installation.

The sketch of the panel does not include the throttle and mixture controls, which are left of the master and below the triangular portion. Flaps, trim, and hand brake lever are on the left fuselage side, below the throttle and mixture controls. Also, I



*Departure clearance denied!
(Titanium gear legs without fairings attached yet)*

didn't show the main 30A fuse position because I'm still undecided about its position.

The transponder I purchased from Wentworth Aviation Supplies is one that fits in a standard 3 1/8" hole, and is a Terra.

Wiring

I have assembled some terminal blocks, which will become ground buss, instrument buss, and 12V buss, but have not mounted them behind the panel as yet, because I am waiting for the arrival of my Skydat instrument. Meanwhile, I am planning my electrical system, and thanks to the excellent contributions of other Sonex builders, I have lots of ideas.

The battery (Odyssey PC625 gelled electrolyte) is installed in its box on the firewall. None of the other electrical equipment on the firewall is yet installed.

Future Work

Now that the wings have been moved to our hangar at Jensen, and the fuselage is in the garage, I am hoping to spend any free time I have completing the panel, engine controls and wiring. (It's a lot easier at home where the tools reside for now.) When most of the above is complete, it'll be time to move the fuselage to the hangar and mount the wings. This will occur after the first of the year. With any luck, testing will commence in the spring!



Preparing Jeff's wing for rigging

Jeff's Panel Construction

John's plane and mine are nearly identical. We're both building taildraggers with dual controls and Jabiru 2200s for power. The one area where we've each really gone in different directions are our instrument panels. John is taking a more cutting edge approach with his Skydat instrument. It's basically an all-glass cockpit for a sport aircraft - really slick, affordable, easy to install. I, on the other hand, took a much more traditional route. I went this way mainly because of a certain comfort level. It's not much different than the panels I'm used to flying with now.

A few notes on the panel. First, I created the drawing on the "Panel Builder" web site. This web page is so cool it's probably worth an article of it's own. *(Continued on page 7)*

Upgrading the A-65

by Lee Hurry

This letter was found among past Chapter "Cub Club" records, and was addressed to John Bergeson, the Club editor back in 1987. It is especially important because it records some of the detailed methods used to make WWII era planes with no electrical systems safer for use by today's pilots. It is also an excellent illustration of how good old American ingenuity thrives even within the bureaucratic structure of FAA certification. The original challenge was to upgrade the Continental 65 hp engine found in the Cub with impulse magnetos to make it easier to start, and with shielded ignition to enable the use of a hand held radio. Then it was discovered that the engine was not what it seemed...

1/3/87

Hi John,

This may be of some interest to the Cub Club members. I sure wish I had known this before I started, because it was a long and frustrating learning experience. I found no one who could tell me anything about a -9 engine; most didn't even know one was made.

However, if you decide to use this, please withhold my name, as I'm not an A&P and we didn't get any of this signed off, although both our A&P and IA were kept abreast of the work. After all, the data plate said it was a -8 and that is what we ended up with!

Having completed our stock restoration of our 1940 J3C65 Piper Cub, it quickly became obvious that our modern day pilot club members were largely accidents waiting to happen, unused as they were to hand propping airplane engines.

In order to prevent this potential premature thinning of our membership, it was wisely decided to install impulse magnetos and include shielded ignition at the same time so we could use a hand held radio along with an intercom.

Although the low time overhauled engine data plate identified it as an A65-8, one look and the thick rear case with a starter pad but none for a generator, quickly established its murky past life as an A75-9. Research found the manuals stating there was no impulse magneto for the -9 engine. However, being the persistent (read stubborn) type, a valiant effort was made to assemble magnetos out of parts. Alas, the 3/8" difference in rear case thickness between the -9 and the -12 engines was insurmountable.



Magneto and ignition wires: A newer version of the parts that needed replaced on the Cub to improve safety.

We had learned that the -9 crankcase was really the same as a -8 and with the offer of a swap of a -8 for our -9 rear cover, we proceeded to dismantle the engine while it was still on the plane. We removed the mags and cover and all the long studs, which were replaced with appropriate short studs. The crankshaft gear was double thick (presumably for the starter drive) so it was replaced



Still flipping the prop of the 1940 Cub in 2001, at Wanamingo

with a standard -8 gear. The worn oil pump bearings were bushed with Oilite bronze inserts. The gears fit fine. The -9 tach drive was traded for a -8 model, in which we put a new seal. Everything was bolted back together (still on the plane) and the Eiseman AM4 mags were replaced by LA4 with new shielded harness and plugs. Shielded mag switch leads were run up to the Cub mag switch which unfortunately is also unshielded. A shield cover was made from a metal spray can top cover, slit to reduce its diameter and with a grommet through its center for the leads (it really should have been a suitable metal ferule), and held on with a single sheet metal screw. The engine oil was replaced (the tank had been removed anyhow). A shot of prime, pull it through each cylinder, and voila, a start on the first try, with a simple flip from the back side while holding onto the door frame with the left hand (with a pilot in the cockpit for insurance purposes, of course).

This is now SOP and it starts incredibly easy, hot or cold.



*Clay Adams in his 1929 Travel Air E-4000
What a beautiful shot! As told by Norm Tesmar, "A bunch of us were out flying, and I was with Pete Kroll in his Luscombe. I noticed Clay pull up alongside, so I just started snapping."*

Last Minute For Sale/Wanted

Wanted: Used "quick drain" valve from a fuel tank. Leaky one is OK. Will use it as a priming cup on an old car. Leaving for AZ 11/4/01, back late April.
Lee Hurry 952-938-7856

It does everything that the \$100+ software packages do. They've got tons of different panels built into it and every instrument you can think of. If they don't have your panel all you need to do is send them dimensions and they'll add it for you. One thing to note is that it only works in the Internet Explorer browser. You can find it at:

<http://www.sonexlinks.com/panelbuilder/index.htm>



Jeff's current panel design

I'm using: across the top row of instruments:

- Angle-of-Attack indicator by RiteAngle
- 2 1/4" Airspeed
- 2 1/4" Altimeter
- 2 1/4" VSI
- 2 1/4" slip indicator

Bottom Row:

- EIS (Engine Information System)
by Grand Rapids Technologies
- 2 1/4" Microair Comm
- 2 1/4" Microair Transponder

On the way left hand of the panel are various switches, throttle, etc... On the right are the breakers. That's one other area John and I are using different methods. I decided to go with breakers and John is using fuses for his electrical systems. Hopefully, you will be able to see all of this on a working panel next year!



Jeff's Sonex with wings attached

are many amongst us who do not necessarily believe that this will happen anytime soon ...but, at the moment it is the only logical conclusion. Military developments in Afghanistan and the potential for additional terrorist strikes against the U.S. could affect any such implementation.

I thank all of you who have already contacted your Senators and Representatives in the House. If we lose one single freedom because of these cowardly attacks, then we will have lost too much. And if we give up our freedoms quietly, aren't we allowing the terrorists to win without a fight?

If you are able to fly your aircraft during these times, perhaps the biggest contribution you can make for all of us is to do just that ...go flying. Should you be in need of maintenance and/or instruction in the coming months, you might contact your FBO and inquire about making an advance deposit on that future service. Keep the phones busy, and the mailboxes full, for your representatives. We need very much to keep these contacts informed as to our point of view on the impacts to general aviation. Because ...as you well know, few outside the circle of active participants have as favorable an understanding of general aviation.

Times such as these really bring to bear the need for supporting the EAA. If you have a friend (or an accomplice) that is interested in aviation, please ask if they would consider joining.

—Frank



From www.avweb.com, this image was submitted by Carlos Urbizu of Tampa, Florida to AvWeb's Picture Of The Week contest. Carlos took this photo of New York's skyline while flying the Hudson River VFR Corridor just eight days before the terrorist attacks on the World Trade Center. The picture of the skyline is a heartbreaking reminder of what the terrorists took from us as a nation.

With no VFR flights allowed anywhere near this area since Sept 11, it is also a sad reminder of the privileges taken from us because of the terrorists.

Note-EAA-M's

Notes to EAA Chapter 25 Members

Chapter Gatherings

- Oct 17 EAA Ch 25 Meeting, 7pm**
Ken Beene & Fred Hiatt's hangar
32D on Hotel Lane at Airlake (see p. 3)
- Nov 8 Ch 25 Annual Awards Banquet**
Social Hour 6pm, Dinner Buffet 7pm
Royal Cliffs, 2280 Cliff Rd, Eagan
- Nov 21 EAA CH 25 Meeting, 7pm**
Location to be determined

Fly-Ins/Special Events

- Oct 13 Decatur IL**
Ch 274 Annual Chili Day
VanAir65@aol.com 217-795-2393
- Oct 17-21 Tullahoma TN**
Staggerwing Beech Museum &
"Beech Party 2001, A Family Affair,"
931-455-1974
- Oct 20-21 Pittsfield IL (PPQ)**
Fly-in. Food crafts displays plane rides.
John 217-285-6027 pairport@adams.net
Web site: pittsfieldil.org
- Nov 4 Addison IL** Ch 101 YE Rally at
Schaumburg Regional Airport
630-543-9213
- Nov 8-10 Fort Lauderdale FL**
AOPA Expo 2001 888/GO2-EXPO
- Nov 14-15 Rosemont IL** FAA's Great
Lakes Airports Div. Airport Conference.
Holiday Inn O'Hare International.
Michelle Lykken 847/294-8314
- Jan 19 Marshfield WI (MFI)**
Chili Feed Ski-In/Fly-In.
Dave LeVoy 715/687-4120

Three Flymigos

(Cont'd from page 1)

of the Space Shuttle. Out of the IMAX to the first section called the Early Years Gallery, which takes you from Icarus and da Vinci to the Wrights, through WWI and to pre-WWII. As soon as we entered this section, it was clear that this was to be a quality experience.

Next is the Air Power Gallery (WWII, Jet Age, Korea, and Vietnam) followed by National Hall of Fame, the Modern Flight Hangar (which is gigantic) and an outside display of other numerous large aircraft. It's all overwhelming and takes a while to soak in. In every section there are ancillary items and memorabilia. One example that left me in awe was a small wood piece from the 1903 Wright Flyer that was taken on one of the moon trips.

We're not done yet. Across the field are two more hangars. One houses all the previous presidential aircraft except for FDR's China Clipper. In the aircraft are mannequins of the presidents. The other connected hangar has many modified and experimental aircraft. The museum is expanding with the addition of one more exhibition hangar, and should be fully stocked within two years. We toured the Air Force Museum for 1 and 1/2 days and still did not see everything. Maybe two full days would allow enough time for looking, reading, and contemplating.

The last afternoon we filed IFR and returned by way of Milwaukee. We were plowing through some large cumulus and noticed some cells building. Dan performed professional bumper pool between a couple cells. The storm scope really did the job, and I can see how it made our trip safer and more efficient. Dan is a master of ceremony, flying the little airliner with IFR in his blood.



"Puffing through the cumulus"



On left base for 6R at Dayton Intl.



One of the gigantic hangars at Dayton

This was a memorable experience and many thanks to Dan. What a way to start retirement!



WWI Biplanes at the Air Force Museum



Presidential Plane Hangar at Dayton

Stuff for Sale/Wanted

- For Sale: VW aircraft engine
Bert 952-884-8920 sisle001@tc.umn.edu

- For Sale: 89 Chev 4X4 Pickup K2500/Silverado. V8 5.7, Auto. 46K Mi. Very Good Condition. W or W/O Camper. Sunlite Hideaway. Fridge, stove, heater etc.
Lucille 952-544-1828

- WANTED J-3 CUB
Jan 952-361-9787 email jberg66227@aol.com

- 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

- 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

- For Sale: Hartzell propeller from Piper Cherokee 180
Ronn Winkler 952-829-5654

- For Sale: 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: 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

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

- For Sale: 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.

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