

WINTERFALL

EAA CHAPTER 25

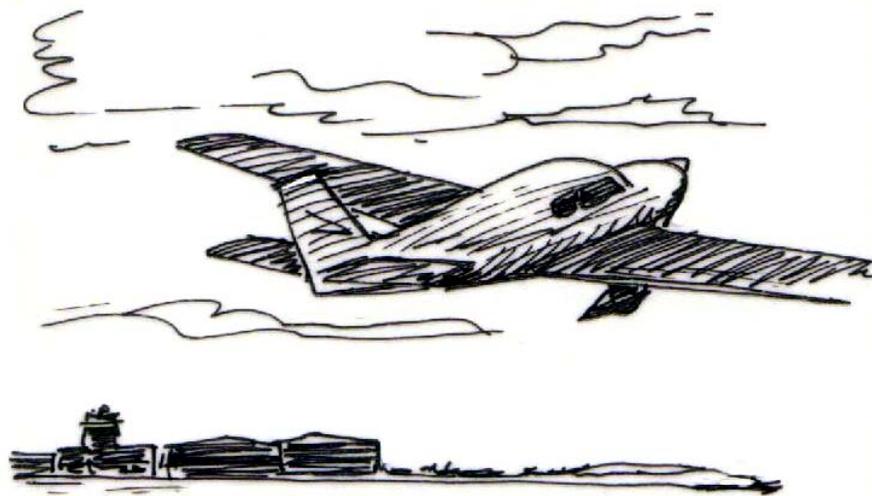
MINNEAPOLIS / ST PAUL, MN

DECEMBER 2001

CARIBBEAN NIGHTMARE

*By an anonymous member—
Can you guess who I am?*

My first cross-country flight in a small aircraft began one bright winter day. The snow on the ground only fueled my excitement to fly from beautiful Minnesota to the warm air of the sunny southern skies. The pilot was an engineer at the company where I worked who had planned to fly to the Caribbean alone until I heard about his plans. I then introduced myself and asked about the possibility of accompanying him on the trip. Our plans worked out, and a couple of weeks later, away we went. Climbing out of Flying Cloud airport in that Cherokee 180 was a treat on that clear winter day. Little did I know I was about to get my first indication of my newfound friend's bad piloting habits. As



Illustrations by Noel Allard

soon as we leveled off at 9500 feet, he proceeded to adjust his seat to the rear position so he could take a nap. The wing leveler was engaged and the airplane was trimmed for level flight. He then showed me how to keep the airplane level and on heading by moving the elevator-trim and wing-leveler doghouse. He also told me to wake him if I saw another plane at our altitude. Luckily, this

Continued on page 4

Cleared for the Approach



Season's Greetings...as it is December, really it is, I checked the calendar. Was a little confused with the absence of our usual cold and snow. Trust me though...winter is coming! Have ski's, then fly 'em. I hope that you have been out flying this past month. I have been every weekend. Even logged an evening flight. The first in many years. A beautiful stretch of weather for this time of year. Looking back through my logbooks, you may

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have noticed this also in yours, I see a much larger number of flights than I normally would have logged for this time of year. I wish that all Novembers here in Minnesota were like this years.

Last month we held orientation at the Washburn Senior High School. If you have not yet been informed, Washburn is going to be our home for the upcoming winter months. Our December meetings throughout recent years have been reserved for "Plans Review" night. The classrooms at Washburn with their expanse of table space will facilitate this subject very well. Please bring your plans, and any accompanying pictures, to share with the group. Any recent, or antique, aircraft pictures to share amongst the membership that evening would also be appreciated. We can try to hold a moderated builders discussion. Maybe a Questions & Answers format? Be prepared to at least introduce yourself, your relevant experience(s), your current project, or your interests. This way each of us will get to know our fellow members, and their interests.

The Gusty is coming! This past summer Chapter 25 has received ownership of a unique experimental aircraft. The Gus Limbach designed monoplane known as the Gusty Mk.1. In the early 1960's Gus, working in Belgium for several years, aspired to design and build an acrobatic design that could theoretically compete with the unlimited bi-planes of that era. Starting from the design for a Topsy Nipper, and limiting his power plant to the 85 H.P. Continental, Gus created the Gusty Mk.1. Completed with the assistance of Alain Weil in 1966, it first flew at Grimbergen Airfield in Brussels. The next year it was disassembled and shipped back to the states. Gus flew it throughout the late 1960's, at least once during the EAA fly-in. Its first such day view was at the EAA Greater Rockford Fly-In. Later in 1967, Gus settled in St. Paul, Minnesota. From the Anoka airport it was flown in several area airshows. The last flights to have been logged appear to have been as late as 1972. Records indicate that there was an attempt to restore the Gusty in the early 1980's, when an all aluminum landing gear from Monnett had been fitted. Gustave Alexander Limbach was born in New York City – July, 1923 and passed away in July, 1998. We plan to share further details about Gus and this airplane in future articles.

Chapter 25 sincerely thanks Dave Bates of Faribault, MN for this donation, and the trust bestowed in the chapter for the Gusty's eventual restoration. Currently, we are working with the Washburn High School to complete an initial project plan for such a goal in conjunction with the aviation magnet program. I will bring the Gusty documentation currently in my possession to our plans night. If you are curious, you can look up – Testing "Gusty", by G. A. Limbach on page 20 of the April 1968 issue of Sport Aviation. Being that this aircraft was a local celebrity during this period, Chapter 25 seeks to acquire any knowledge that the readers may be willing to share about both the man and his machine.

From all the officers of Chapter 25, I wish you all the very best throughout the upcoming holiday season. Merry Christmas and Happy Holidays...

—Frank

ON FINAL



Minneapolis/St. Paul

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Newsletter Transitions

by Pete Gavin



Bob Stone at AirVenture 2001 Awards Ceremony

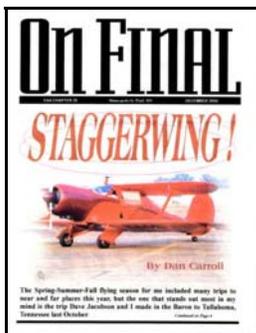
In July of 2000 the call went out from our chapter officers for a newsletter editor. At the time, I remember thinking that this would be a tough job, because Dave Kujawa, our newsletter editor at the time, had just won 2nd place in the EAA newsletter competition.

By mid-August it looked as though no one was going to step forward. I decided to give it a shot, but I did not want to have the burden of doing it alone so I asked Bob Stone for help. I was very determined at the time not to aim for Dave's level of quality. Bob didn't say too much at that time.

My idea of a newsletter was slap it together in black and white columns of print and Xerox it off on cheap 8 1/2 x 11. At the time, Dan Carroll was getting us free use of Dayton's high speed copiers, and we got the copying done in about an hour each month. To the right is my first effort (September of 2000). Hey, I still think it looks pretty good—I even gave up space on the cover for a picture of Cleveland brakes!



Bob had a different idea. Bob wanted dramatic covers with full color on quality 11x17 paper, so you could read it like a magazine. Somehow he found the only color ink jet printer on the market that could handle paper that large and offered to do the printing himself. By December, Bob had produced the beautiful Staggerwing cover on the left. I thought, gosh, what a waste of perfectly good print space.



At any rate, somehow Bob managed to drag me kicking and screaming to an understanding of his approach, and this July I actually went out and bought the same model of printer so I could help with the printing each month.

Life holds changes for us all, and for Bob, with recovery from shoulder surgery in August, job changes, and an extended process of accomplishing a move Up North, Bob is no longer able to participate in the newsletter.

I owe Bob a debt of gratitude for his persistence in raising the quality of our newsletter and for helping me to appreciate the finer points of layout, design and the use of color. Still, you have probably noticed more and more text creeping back onto the cover. Oh well. To the right is probably my favorite of Bob's cover designs, the June cover recording Dave Kujawa's visit to the seaplane safety seminar.

I also want to thank Ron Oehler for volunteering to help out with the printing starting this month. Thanks also to Frank Hanish for purchasing a printer for the Chapter so that Ron has the right equipment for our newsletter.



Chapter Secret Disclosed

by Lee Hurry

For many years of Chapter meetings, Dick Burns and I were to be found discussing engines more than his Zodiac. I knew he had plans-built it, making every part by hand, including its VW engine.



I recently learned that not only is he a machinist par excellence, but a tool & die maker as well. One of his VW experiments to improve its performance was to emulate the Wright Brothers and make a crankshaft out of a billet of steel! This was done to change the engine stroke in an effort to improve its power output, which proved greater than what seven different props could absorb.

While watching him ream out new spindle bushings for my Model A Ford spindles, he pointed out various engines being worked on, including a Franklin same as Ron Oehler's in his Bellanca, a couple helicopter versions of Franklins which he is modifying for Dave Sampson, a couple Porsche cases being re-machined to perfection, as well as more common V-8s to be built up.

They all get his special TLC. He even used to do this to Model A engines for his race car, even drilling rods & shaft for the modified-to-hi-pressure oil pump! He has a fully equipped machine shop in which to utilize his 40 years of experience. He and Nobu Tanabe were kindred spirits. Chapter 25 members are fortunate to have him to assist with their needs.

This Month—Dec 19 6:30 pm Meeting Directions

From the North: Take 35W south to the 46th street exit and turn right. Proceed west on 46th street to Nicollet Ave. Turn left. Proceed south on Nicollet to 50th. Turn right. Skip next paragraph.

From the South: Take 35W north to the Diamond Lake Road exit and turn left. Proceed west on Diamond Lake to Nicollet Ave. Turn right. Proceed north on Nicollet to 50th. Turn left.

Continue west on 50th past the Junior High School (at 50th and Nicollet) to the Senior High School 1 block west of Nicollet. Turn right into the parking lot and park anywhere space is available. Door #9 facing the south parking lot should be open.

If the parking lot off 50th is full, turn right and drive around to the parking lot off 49th Street on the north side of the school. Then walk around to the south side to enter the school using door #9 from the south parking lot.

The meeting will be held in Room 119.

CARIBBEAN NIGHTMARE

(Continued from page 1)

portion of the flight went without incident even though I had never touched the controls of an aircraft in flight. After about one half hour he awoke and took control of the airplane.

We landed in Indiana to refuel the airplane and eat breakfast. Looking out over the airport, we could see the green grass pushing up through a light dusting of fresh snow. After a hearty breakfast at the terminal we were back in the plane, heading south again. There was a cold front ahead of us, but the cloud deck was low enough that the Cherokee 180 could easily go over the tops. As we proceeded to the south we could see the peaks of the Smokey's jutting through the cotton clouds below. A fuel stop was planned for southern Georgia, just on the other side of the cloud bank.

We were descending and looking for the airport when the weather started to close in and the ground began to disappear. He kept circling above the area where he believed the airport was located, hoping that the overcast would break up. I was very apprehensive, so I suggested we fly to the next airport to the south. He finally agreed, and we barely landed at that airport when a monsoon hit and soaked the area. We refueled the airplane with about 47 gallons of gasoline and got back in the air, heading south again. Soon the skies became overcast and we were flying fairly low through heavy rain. In fact at one point, we were low enough that the cattle in a field below started to run from us as we came upon them. We landed at Gainesville, Florida at dusk. Since it was dusk and we would not be able to get to the Bahamas, we checked into Ho-Jo's for the night.

On to the Bahamas

The next morning we ate a light breakfast, fueled the airplane and headed for West Palm Beach. Upon arrival, we filed a flight plan for Freeport, Grand Bahama Island. The operator at the FBO in West Palm Beach inquired about our survival gear on board. My pilot friend told him we had everything when in fact we had only two "Mae-West" lifejackets. He later told me he had to say we had the proper gear or we would not have been able to make the over-water journey without renting equipment such as a raft and so on. Luckily, we made it to Freeport without incident.

After checking in with Bahamian customs, we took off for the Island of Great Abaco and the quiet village of Marsh Harbour, where we stayed the night. We ate a nice dinner then walked around the Island. We talked to a man that harvested Conch for a living. We also climbed a coconut tree, and took two coconuts back to our room and opened them up for a delicious treat.

Fuel problems and lower ceilings

The next morning we arose very early. The day was typical of Island days, nothing but blue skies and huge puffy cumulus. As we climbed out to the

southeast, I had to tell my pilot friend that I did not like to climb through clouds - even though I was unaware at the time that it was not only illegal but a danger to possible IFR traffic. About half way to South Caicos Island he turned to me and asked me if I thought we should stop at Crooked Island to refuel. He indicated to me that we were a little more than half way and we had more than half the total fuel remaining. Knowing that it took 30 minutes or more on the ground and additional time to descend and climb out again to our flight altitude of 10,500 feet, I replied in the negative as I was anxious to get to Puerto Rico where we planned to go out on the town and spend the night. So we continued on.

Soon we were descending due to the overcast getting lower and lower. It wasn't long before we were only a few hundred feet above the ocean and a few feet below the clouds. Fuel management was typical for many small airplanes. We would run one tank to half then switch to the other tank and run that nearly empty before returning to the other tank. Well, we were on this tank when the engine started coughing and he switched back to the nearly empty tank. Here we were, with very little fuel remaining and only a vague idea of our position. At one point, we happened to pass close by a large freighter and my friend asked me to try to keep the ship in sight in case we needed to turn around and ditch the airplane into the sea so they could pick us up.

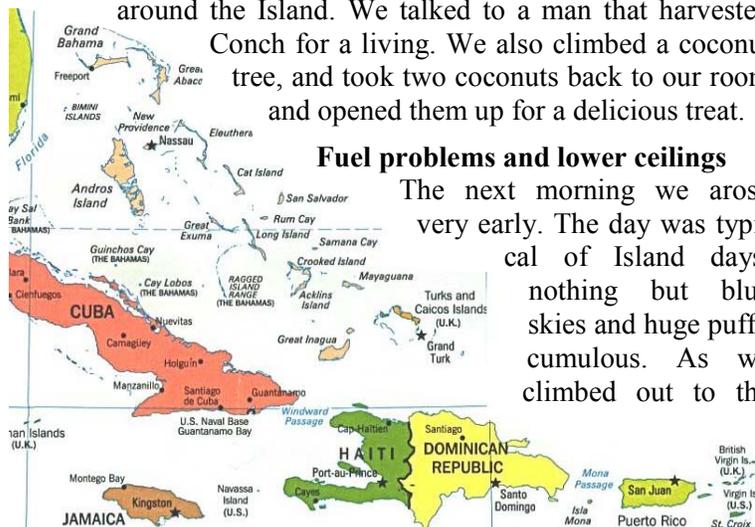


PAN PAN PAN

I was becoming quite concerned at that point, and he assured me he had everything under control. He then tuned the communication radio to 121.5 MHz (the international emergency frequency) and began to say "PAN PAN PAN" "N55422" "PAN PAN PAN" over and over again while at the same time trying to reassure me that there wasn't anything to worry about. Suddenly a voice replied, "N55422, this is Grand Turk Island Air Force Base, what is your request." I don't recall the entire conversation between my friend and the radio operator, but my pilot friend told him we were nearly out of fuel and we were not sure of our position.

The pilot then replied to all the queries of the radio operator regarding our last known position, times, headings, etc. The radio operator then informed us that two helicopters were being scrambled to try to locate us...

TO BE CONTINUED NEXT MONTH



LRI Update

by John Koser

“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 description above appeared in my Sonex Update article in the October issue of *On Final*. Since that time, I have discovered a glitch that members should know about if they are thinking of trying the LRI.

It seems that the people who sell the Lift Reserve Indicator, who agreed to sell me their probe for \$100 when I contacted them earlier this fall, have now changed their mind. They will only sell the LRI as a complete unit. (Their price is \$450 for the unit, which includes the Mini-Helic differential pressure gauge, the tubing, and most important, the probe.)

My approach to this as a builder who is trying to improvise and be a bit creative was to read all I could find about the LRI system, then see if I could assemble one. I paid \$49.95 for the gauge, direct from Dwyer Manufacturing (which I found after a web search), and was going to purchase the probe from LRI, making my price about \$175, including the tubing I'd purchase to complete the installation. When I contacted the LRI people (prober@iwaynet.net) I was told by Al Wojzscic the following in his return email:

After further discussions with my business partners we have decided not to sell LRI's in pieces. We are happy to support anyone who purchases a complete LRI but are not in the business of providing parts for people who wish to duplicate our patented product. Thanks for your interest. Al

So, now I need to find a way to machine my own probe if I wish to install the LRI, or bite the bullet and pay \$450 for it, which I'm not going to do. Now, I'm looking for a way to machine a probe, and I have the specs. I'm told that there are people in Chapter 25 who might be good to consult on this. That's my next move.

Our New Meeting Place

In case you missed our November meeting, you can see in the picture below that our new meeting place at Washburn Sr. High offers plenty of room to meet, including lots of table space.

Two of our members, Peter Denny and Fred Nauer, teach in the aviation magnet program at Washburn. Fred is pictured giving the membership an overview of the magnet program. In four years of magnet training, students learn about all facets of aviation.

The Freshman year includes an orientation to aviation and students pick different aviation careers to report on so that everyone gets a broad exposure to the many possibilities.

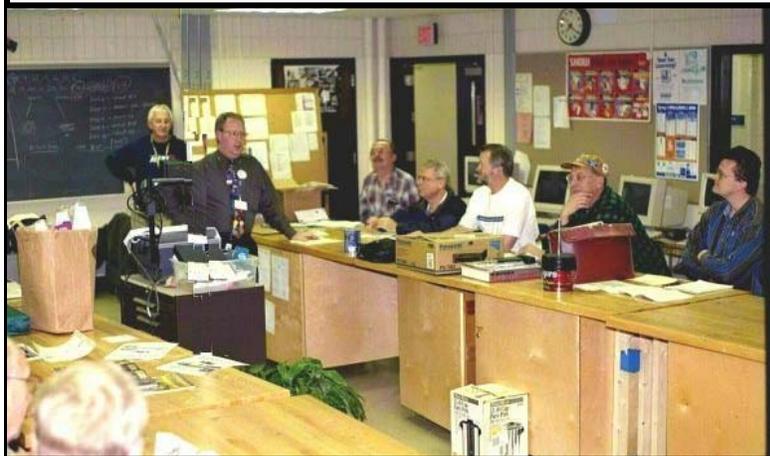
In the Sophomore year students focus on aviation history from early experiments with balloons to modern space travel. They conduct research on historical aviators and aircraft, and choose an aircraft to model, as well as modeling balloons and rockets.

The Junior year focuses on air traffic control, and the students visit local tower and Minneapolis Center facilities to understand the role IFR flight plays in aviation. Students also learn about the history of air traffic control and practice controlling 'live' traffic with ATC simulation programs.

As Seniors, students design their own aircraft, follow up by building a model of their design, then test it for performance against design goals.

As you can see, this is an excellent program to build interest in aviation among our young people. Doesn't it make you want to go back to school all over again?

Those who attended the Nov. meeting may recognize something wrong with this picture. Can you spot it? Come to the next meeting for the answer!



By the way, I'm making progress on my panel - slow, but progress. I've wired in most things, and now can sit in the cockpit, turn on the master, switch the magnetos on, switch on my tail strobe, turn on my radio master, play with the stick and push the mic button and pretend.

The basic engine wiring is installed so it could be started, but I will hold off on that until it's time. I still have to wire in my Skydat system and a few accessories. The LRI thing is really frustrating, but I've got other things that are more important to resolve at the moment.

Today The Sky Fell

By: Judy Rice

Tuesday, Sept 11th, 6:00 am: Beautiful day! All set to go fly. The Grumman was topped-off yesterday for an early departure today. A call to Flight Service reported; "Patchy fog along route of flight...temperatures and dew point spread..." "One degree." Ok, so I have another espresso and wait an hour for the fog to burn-off. Better safe and wait a bit than the ol' saying of wishing to be on the ground.

7:00 am, at the hangar: Pre-flight on a cool fall day in Oshkosh is a pleasant experience. My almost beautifully, finished painted Grumman is ready to go. Today I return the Grumman to Kenosha (ENW) to finish the paint detailing. I anxiously snatched the Grumman before the paint shop had completed the final details. I had already missed 3 days of the 6 for the planned IFR Ground School in MSP and was anxious to make my brain hurt.

Pulling the Grumman out of the hangar is never an issue. Today, his right main would not go up over the pestering cement lip that meets hangar to ramp. Grumman's are known for a stubborn casting nosewheel on pushback, but this is the first time in 5 years of ownership, I had difficulty pulling him out of the hangar. I wondered if the Grumman knew something I did not. Fog has burned off and winds are light, pre-flight and run-up, all in-check. Time to go Grumman!

8:00am, wheels up. Southerly turn indicates clear all the way to Milwaukee (MKE). I can almost see the skyline as I roll out on heading. Fifteen miles south of Fond du Lac (FLD) I reach 3500' and level off. Winds at altitude are 225 at 6 knots, can't ask for much more. I request MKE Flight Following and given the required transponder code to dial-in. ATC states, "Radar contact."

Ten miles north of Kenosha, I am handed-off to Center. I dial-in number 2 radio to Kenosha ATIS keeping the second ear for any Center advisories. "Kilo" ATIS is calling for light winds, runway 24. Airport in sight just as ATIS switches to LIMA, "Kenosha airport is closed to all IFR/VFR Traffic". I said out loud to the Grumman, "That is it?!?! WOW, must have been some bad accident with two parallels and one crossing to close all runways."

I reach for the Jepp Guide to check out Racine runway configurations. Will sort this out when I am on the ground. Within seconds Center states, "All IFR/VFR

Judy
(on the right)
with two friends
and her
newly painted
Grumman
Tiger
(affectionately
known as
"Chuck")



Traffic has been canceled." I say to the Grumman, "What the hell does that mean?!?" The Controller continues, "Airmet in effect; National Emergency in effect; All IFR/VFR traffic is to land at the nearest airport". I scream to the Grumman, "**WE HAVE BEEN NUKED! OH MY GOD, WE HAVE BEEN NUKED!**" I am sure it is Chicago, barely 25 miles to the southwest. Goose bumps and dazed.

The radio came alive. American... United... NWA... all the heavies asking the Controller what seemed to be all at one time, "We have been cleared...What do you ...I am IFR..!" The Control replies within seconds, "SHUT UP! No more questions. This is a National Emergency. I will call you individually by tail number and you will land at the airport I state; if you do not, you will be shot!"

I listen stunned. Unbelievable! I cannot even imagine what is happening down there. All I can do is fly-the-airplane. I listen carefully for "Grumman 6300L..." I hear vectors being given to Madison, Green Bay, or Waukesha. None to ORD or MKE. "Yes, we have been nuked and it was Chicago" I say in disbelief and dazed to the Grumman. What will I find when I am permitted to land, and where will I be permitted to land. When?

To my surprise at what seemed like endless time, I hear, "Grumman 6300L, you are cleared to land at Kenosha." I pause, as if I did not hear correctly. I repeat and the Controller repeats just as I had in-fact heard. Wheels down, rollout, I did not know what to expect. Guns? Devastation? What? Ground Control clears me to the paint-shop. In the short time I have known William the painter, he has always worn a smile. I taxi up to his grim face, head bent close to radio.

Today, the sky-fell.

Judy Rice

(Reprinted from EAA Chapter 790 October Newsletter)

Piloting the 1903 Flyer—an interview with Ken Hyde *by Pete Gavin*

A couple of guys come up with a radical new aircraft design. They have flown it exactly four times, for about 30 seconds on average, with three crash landings. The other landing was barely salvaged at the last second. They never try to fly it again. However, they go on to build other models, and after two years and many changes, they finally produce a model that actually flies, although it is still far too unsafe to be considered airworthy.

Your assignment is to build from scratch an exact, detailed replica of the original failed design. You will fly your replica at 10:35 a.m. on December 17, 2003 at Kill Devil Hill, Kitty Hawk, North Carolina. You will fly your replica in front of a national television audience. Good luck!

This is the challenge taken on by Ken Hyde and The Wright Experience of Warrenton, Virginia on behalf of the EAA. When I visited AirVenture this July, I was delighted to find the Countdown to Kitty Hawk Pavilion. I found an early Wright engine, restored and running. I found a man carving a huge wooden propeller with turn of the century equipment. I learned about their success in replicating and flying an early Wright glider. I flew an amazing simulator of the 1910 Wright Model B. And finally, I got a chance to talk in person with Ken Hyde, the man behind all of this activity. Ken graciously agreed to answer a few questions for our newsletter. While all the technology was very interesting, I was most curious about how they were preparing someone to fly their reproduction of the 1903 Flyer.

What type of training are you planning for the pilots who will fly the replica?

Ken: We plan to develop a simulator for the original Wright flyer similar to the one you just flew for the Wright Model B. The pilot will lay prone in the simulator just as in the original flyer. We decided to use simulators because they have proved to be the most effective approach to training pilots to handle in-flight challenges.

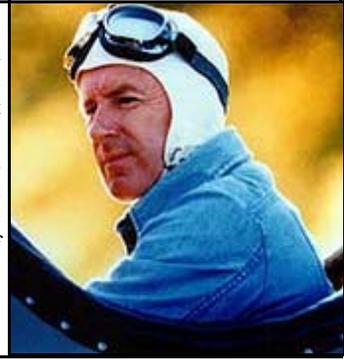
Have you narrowed the field of candidates to fly the replica?

Ken: We have several people on the project who will be conducting early flight tests. We will be conducting those before taking the Flyer on the road for a cross-country tour leading up to the centennial flight. We haven't yet decided who will conduct the centennial flight, but we are open to suggestions – any ideas?

The Wright brothers logged something like 1,000 flights in gliders before attempting their first powered flight. Will you be looking for someone with extensive gliding experience?

Ken: We have already done quite a bit of work with the Wright gliders, including flying a replica, and this experience is helpful. However, the pilot's ability to control the glider by

BIO: Wright Experience co-founder Ken Hyde joined American Airlines in 1965 and retired in 1998, with 33 years of service. In 1965 he founded Virginia Aviation, an antique aircraft restoration company. His award-winning restorations include a 1918 Curtiss Jenny and a Clipped-Wing Monocoupe. His list of restored projects for museums include aircraft for the National Air and Space Museum, the Cradle of Aviation Museum, EAA AirVenture Museum, San Diego Aerospace Museum, and the U.S. Army Museum. *(from eaa.org website)*



shifting weight does not transfer to the powered version because of its much greater weight, so the value of glider experience is limited.

Would you consider flying the replica yourself?

Ken: We are looking to someone younger than myself with quicker reflexes. However, I will be very involved with the simulator and the test flights, and I have not completely ruled out a flight at some point. However, this is a very important research project for me, and I want to keep the focus on discovering through reverse engineering how the Wrights accomplished this.

After all of the effort and long hours your team is putting into the creation of the Flyer, are you reluctant to risk damaging it in actual flight?

Ken: I want to stress that we will be doing full wind tunnel testing with the flyer with a live pilot before ever flying in a natural environment. We are confident that this will enable us to gain sufficient experience to lower the risk of flying in a natural environment to an acceptable level.

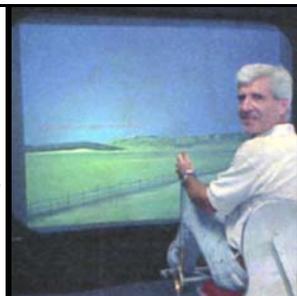
Are you planning to insure the actual flights of the Flyer?

Ken: We have the full support of the EAA for this project and we will be working with several large underwriters to insure the flights. We believe that with the wind tunnel and simulator work, we will have sufficient data to demonstrate that the risks we are taking are reasonable. This is a major research challenge, but we do not consider it impossible.

It's great to see all of the work your team is doing to research the Wrights' methods. Anything else you would like to pass on?

Ken: We are looking for volunteers to become involved in the project. This is a grass roots effort involving many people, and the man over there shaping the prop is a prime example. In particular, we are looking for people with technical experience in metal machining, woodworking etc.

Flying the Wright 'B' Simulator at AirVenture. You push the right stick forward, and you can just feel this huge 40' kite slowly start its turn to the left. You pull the stick back to neutral halfway through the turn, and you soon realize that this seven hundred pound kite is not going to stop turning—time for opposite warp! Anyway, with a little coaching I did get the SIM safely back on the ground. What a thrill! These guys are doing some great work. Visit www.wrightexperience.com



Note-EAA-M's

Notes to EAA Chapter 25 Members

Chapter Gatherings

Dec 19 EAA Ch 25 Meeting, 6:30 pm
 Washburn Senior High School, Rm 119
 1 block west of Nicollet & 50th (see p.3)

2002 Chapter Meetings planned for
 Washburn Senior High School
 Jan. 16, 2002 -- 3rd Wednesday
 Feb. 20, 2002 -- 3rd Wednesday
 Mar. 20, 2002 -- 3rd Wednesday
 Apr. 17, 2002 -- 3rd Wednesday
 May 15, 2002 -- 3rd Wednesday

Fly-Ins/Special Events

Jan 12 Winsted MN(10D) 11a-2p
 Chili Feed, wheels or skis if snow

Jan 18-20 East Lansing MI
 Intl Aviation Conf, MI St University
 Exhibits and speakers incl Bob Hoover.
 Philip Tartalone 517/335-9880

Jan 19 Glencoe MN (GYL) 10a
 EAA U/L Ch 92 Jan Meeting

Jan 19 Marshfield WI (MFI)
 Chili Feed Ski-In/Fly-In.
 Dave LeVoy 715/687-4120

Feb 9 Bloomington MN Radisson South
 Recreation Aircraft Conference
 Speakers Peter McHugh & Jeff Hamiel
 MN Office of Aero. 651/297-1600

Feb 10 Mondovi WI
 Log Cabin Airport Ski Fly-in
 Douglas Ward 715/287-4205

Feb 16 Flying Cloud Arprt MN (FCM)
 Pancake Breakfast on Charlie Lane
 Marv Getten's Hangar 763/473-5398

Feb 16 Glencoe MN (GYL) 10a
 EAA U/L Ch 92 Jan Meeting

Summer Memories

Oshkosh



The Mayor's Pancake Breakfast



Always a beautiful biplane south of Theatre in the Woods



*Meeting old friends:
Rob Johnston's
Diego is growing up!*

Maple Lake



*Larry Kauppi
in his
Wittman
Tailwind*



Frank & crew with the Debonair

Blakesburg



*Old friends
&
Majestic planes*



Wanamingo

*Fun planes
& Great people*



Stuff for Sale/Wanted

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

For Sale: 2180 cc VW engine kit by Great Planes, lower end assembled, at \$500 lower than GP price. Also an 62-29 VW prop, beautiful condition for plane or den, \$300, plus numerous new and used engine gages.
 Bert Sisler 952-8848920 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. Fridg/stove/htr etc.
 Lucille 952-544-1828

For Sale: One Share in J-3 Cub Club, currently \$100 per quarter plus \$20 per hour wet. Hangared at Crystal, priority to chapter 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: Ski's A-1500 \$600. EAA Chapter 587 hangar on FCM
 Marv Getten H. 763-473-5398

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 651/258-4432

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.

KR-2 Kit \$1995
 Ron Barsness, Cyrus MN 320-795-2708

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