

# WINTER

EAA CHAPTER 25

MINNEAPOLIS / ST PAUL, MN

JANUARY 2002

## Silent Beginnings

*By David Kujawa*

*Story on page 3*



## CARIBBEAN NIGHTMARE

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

Last month, we left our intrepid pilot and his trusting passenger lost over the Caribbean in IMC, running low on fuel. The pilot transmitted, "PAN PAN PAN", raising Grand Turk Air Force Base. Two helicopters were scrambled to find our crew and lead them to safety. The story continues on page 4 ...



*Illustrations by Noel Allard*

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# Cleared for the Approach



by Frank Hanish

One of my favorite seasonal celebrations is the first flight of each new year. This occurred this year on

New Years Day. Generally these are local flights just hopping from place to place. Even now, as that flight was a few days ago, I still recall both the rapture and tranquility experienced while observing the earth as from an eagle's vantage point. As you must know every flight is like this, but there is something special about the season.

A current chore now that we have entered a new year, has been to clean through my day file, organizing chapter papers collected throughout this past year. After sorting and pitching the not so interesting material, the balance goes into a separate three ring binder. Paging through these notes brings back the memories of the previous year. The feeling is even more astonishing when looking back over the past seven years. It is amazing just how fast time passes. There in these volumes are both the accomplishments and the future goals.

At the December gathering, Earl Adams brought in what appeared to be the chapter secretary's binder from 1971 and 1972. The chapter president then was Jim Ladwig, and the vice president John Ritter. I assume the records originated from then Secretary/Treasurer Don Eide. This archive includes the Sport Aviation Supplements, which were the monthly chapter bulletins then. Archives like these are real treasures, if not for their written word, then certainly for their hand-drawn art. Such talent resulting in aircraft art is in today's electronic world a very rare occurrence. I hope that this will not soon be a lost art.

Please help us to retain our local aviation history. Currently, Chris Bobka and Ron Oehler are two members known for storing such chapter records. If you feel the urge to clean out that attic or basement, I would suggest passing any such historical data on to any of the present chapter officers. We will definitely take good care of it. I fret sometimes about the history and pictures of these memorable aircraft. It should be a priority to get those scanned into today's electronic formats. One day this chapter is going to have a permanent home. A home with ample storage, and more importantly an accessible aviation library.

We would like to make a change in both the content and the format of our monthly gatherings. It seems that "the more things change, the more they stay the same." Well, some of the minutes from the early 70's reflect similarities to our meetings of late. In one meeting, a member is on record calling for more discussion of airplane design. There is still no avoiding business matters, but we think that the officers can address these separately.

The cornerstone to any chapter gathering for everyone is the exchange of pertinent information. For this to take place, there must be participation. Topics of interest are project status, technologies and procedures. Please continue to bring these matters to the group. I look forward to getting the Gusty restoration project into the Washburn facility; at that time there will be plenty of subject matter to entertain each of us.

In recent months the Sport Pilot, Light Sport Aircraft initiative was held up within the OMB. This week the proposal was approved, unchanged since it's presentation at AirVenture 2001. The proposal will now be published as a notice of proposed rule making (NPRM). The NPRM will likely be published in the *Federal Register* during the week of January 7<sup>th</sup>, followed by a 90-day public comment period. The good news is that this initiative appears likely to become a reality within the coming months.

The EAA has a very good web page on the Sport Pilot proposal at <http://www.sportpilot.org>. I will put together a brief presentation from this data for the January get together.

See you there... Frank

# ON FINAL



Minneapolis/St. Paul

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The Leader in Recreational Aviation

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# Silent Beginnings from page 1

The Super Cub's rudder signaled, wagging from side to side. The pilot applied full power and the yellow rope pulled taut. The Schleicher K-7 accelerated rapidly, becoming airborne in a few short seconds. The rush of air over the surface of the glider and the distant sound of a 160 hp Lycoming were all I heard. At about 1,000 feet AGL, CFGI Steve Fischer said, "You try it."

I placed my hand on the stick and almost instantly the K-7 began dancing around wildly. As I wondered, "How am I ever going to stay behind this thing?" I heard Steve say calmly, "Let me help you," and the glider slid neatly back into the high tow position.

At 3,000 feet Steve told me to pull the big knob near my left hand to release the towline. The rope fell away. The towplane banked left and the glider banked right. It was *very* quiet now. A soft flow of air whispered around us. The view was panoramic and virtually unobstructed. We whirled about through 360-degree turns. It was the most birdlike I've felt since I began flying.

*Tow Pilots Wanted* it said in Steve Adkins article about the Minnesota Soaring Club (MSC). Since it looked like a good way to get some "free" tailwheel time, I checked it out. Hanging around MSC's home at Stanton Airfield (SYN) observing the glider operations and asking questions, I got an offer for a demo ride. That's how I found myself at the controls of the K-7 on a hot August afternoon.



Stanton, about a 30-minute drive south of downtown St. Paul, Minn., is everything that's good about sport aviation: two grass runways, north/south and east/west, surrounded by cornfields. Numerous types of tailwheel airplanes

show up there—Wacos, Cubs, Taylorcrafts. There's gas and maintenance and a flight school with a Piper Super Cruiser and lots of friendly people who love airplanes and flying. I felt right at home. In fact I was at home—it's where I learned to land the Super Cub when I was first learning to fly.

Exhilarated from the flight, I got home and told my wife, Diane, that I wanted to buy a share in the club and start flying gliders. "If that's what you want to do, that's fine with me," she said. I am fortunate to have a wife who supports my interest in aviation! My recent flying activities with Budd Davisson in the Pitts Special made me realize I needed to focus on some basic stick and rudder skills and there was no better way to work on those skills than in a glider. With such long wings, adverse yaw is wicked. Your feet get no rest. Just the cure for what was ailing me.

Gliders are really the grassroots of aviation—Lilienthal, Chanute, the Wright Brothers—like returning to the womb. We

learned the principles of flight in gliders before becoming masters of powered flight. I've always thought it takes more skill to fly gliders than to fly powered airplanes. Good judgment and planning are keys to the successful outcome of each flight—especially the landing. There is no go-around, no throttle to shove in when things don't look good or someone decides to cut you off in the pattern. Once you've made the commitment to land, that's it. It must be right.

Soaring is communal by nature. It's not a one-man show—you can't hop in the glider and go. It takes people working together for the individual to succeed. The camaraderie shared amongst the members of the club and the opportunity to hang out at a place like Stanton is a superb way to spend a day.



My goal had been to solo before the snow started flying in Minnesota. I began flight lessons in late September, but the month of October was quickly eaten by other commitments. I figured I'd have to wait until spring, but Mother Nature was smiling. More like laughing, actually. Temperatures in the 60s extended the flying season into November and on Friday the 16<sup>th</sup> the moment of truth arrived. My instructor, Red Haines, signed me off to solo in the ASK-21.

I was breathing deeply to calm myself as I pre-flighted the glider. After strapping in and running through the checklist I gave the winghandler the thumbs-up signal to level the wings and for the towplane to take up slack. I uttered the pilot's prayer, "Dear God, please don't let me screw this up," and gave the finger-forward signal indicating I was ready to launch. I responded in kind to the Super Cub's rudder waggle and off we went. I was stepping off

*(Continued on page 8)*

## This Month—Jan 16 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 used to enter.

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 from the south parking lot.

The meeting will be held in Room 119.

# CARIBBEAN NIGHTMARE

(Continued from page 1)

...About this time it seemed to look brighter to our right than any other direction and I told the pilot and he banked immediately to the right. It was almost like night to day as we popped out of the soup and into bright clear blue skies and just about three miles in front of us was an island. What luck..... But would we make it - the remaining fuel should have run out long ago. As we were skimming the tree tops I was scanning the horizon with field glasses for an airfield.

## Take the yoke ...

Soon the pilot told me to stow the loose items in the back under the seats and down on the floor so that they would not be projected into us should we crash. While doing as he suggested, I had the thought that if we crashed while being unbelted it would not be a good situation, so I returned to a seated position and buckled my seatbelt again. As I started looking again for an airport I thought I saw one at the other end of the island and told the pilot. He immediately grabbed the glasses from me and told me to take the yoke. Me.....take the yoke with the plane skimming tree-tops.



While I was attempting to keep us from hitting the trees he verified that it was indeed an airport. Then he radioed Grand Turk Island Air Force Base that we had the airport in sight and had same made. I remember at the time I thought that he should not have told them we were OK as we could still crash, and if they were still coming we would have help sooner. The helicopters aborted the mission and we prepared to land. I heard my friend say "hang on, we are going in hot", which meant he was going to use a very high approach speed.

After a very stressful but successful landing, a number of people including the fuel truck greeted us as we taxied in to park. We learned that all these people were listening to our radio transmissions at the terminal and they wanted to observe the number of gallons of fuel we would require to top off the tanks. We calculated that we had only a few minutes of fuel re-

maining. We were at South Caicos Island, our original destination for this leg of our flight. We took a breather and had a light lunch before we continued on to San Juan, Puerto Rico.

## San Juan and St. Thomas

We left South Caicos and headed across a long stretch of ocean again. Soon it got dark and we were flying over the ocean at night feeling secure because we had a lots of fuel on board. In the distance we began to see lights on the shore of the Island. We were right on course. We were soon in contact with San Juan radar approach and getting anxious to get our feet on terra firma again. The pilot then informed the radar operator that we were unfamiliar with the area and would like additional help getting into the airport.

The controller told us that an aircraft would soon be overtaking us from the right rear and we should follow it to the airport. I started looking for the plane and soon had it in sight. I told the pilot who informed me that it would be passing us very quickly and we would probably have a hard time keeping it in sight as it was a private jet that was a lot faster than us. We did not have any trouble keeping it in sight and soon we were landing. After checking through customs and getting a room at the airport hotel we decided it was too late to go into town as we had planned.

The next morning we flew to Charlotte Amelie, St. Thomas, Virgin Islands without incident. At that point in my first cross-country journey in a single engine airplane, a flight without incident was a pleasure to be sure. Our accommodations were in an old converted WWII Naval Officers Quarters. We stayed several days and enjoyed the beaches and night life. Our take-off from the airport at St. Thomas was especially memorable, because even though we were climbing out at a steep angle, we stayed at about the same height above the ground due to the slope of the terrain.

## Customs at Santa Domingo

We were now headed for Santa Domingo, Dominican Republic. I don't know whose fault it was but as we approached the airport, the tower operator was looking for us in the opposite direction as we approached. Finally we got things sorted out and we were given permission to land. That was the easy part. After we landed, we went through what could only be described as an interrogation and a thorough airplane search. Then the airport personnel posted a guard at our airplane. We eventually found a woman who spoke fairly good English and helped us get through their paperwork.

When we left the airport we felt as if we were getting out of jail. We met a fellow that helped us get a car, then accompanied us for a few hours, showing us around. We bought him a meal and gave him \$5 for his help. Then we started sightseeing on our own. We were hungry so we stopped at a KFC to eat. While we were there, a young boy without legs on a four-wheel cart came near and was begging for food. The proprietor came out and literally kicked the boy off the property, ignoring our pleas that the boy was not bothering us.

## A room for the night

Driving around again we observed a lot of new hotels being constructed along the ocean front. We went into several hotels and could not find a room for the night. My partner thought I was the problem so he wanted to try getting a room for us by

# Ready for Rotary?

by Eric Strandjord



himself. He was not successful. We drove the car over the same routes again and again looking for a place to stay. My pilot friend was clearly uncomfortable with the neighborhood and did not feel safe. I had seen this neon sign on a side street indicating rooms for rent each time we passed.

Finally after passing this place for the 3rd or 4th time, I told him he could drive around all night if he chose, but he could pick me up in the morning at that hotel. He finally agreed to come with me, so we went in to get a room for the night. At the top of a flight of stairs there were three people sitting at a registration counter playing cards. I inquired about a room but none of them understood any English, so I used sign language. We got a room for the night. One room, no closets, no bathroom, with walls so thin a pencil could poke through them.

The next morning we took a drive on a beautiful divided highway and enjoyed the peaceful scenery around us. As we got out into the countryside, we could see natives barely clothed climbing out of trees where they had slept the night. We stopped at some stick huts where we were able to buy some things made by people living there. We stayed at Santa Domingo for only one night, but it was pleasurable and I would like to return someday.

## On to Kingston

Next it was off to Kingston, Jamaica non-stop. The pilot informed me that we could not go from the Dominican Republic directly to Haiti because the two countries did not trust each other and were having difficulties. We landed at Kingston without any problems along the way, but when we asked to have our fuel tanks filled, we were told we could not purchase any fuel in Jamaica. There was a small twin from the states that was left by its owner because they could not get any fuel either. I still do not know what the problem was with the fuel allocation.

Anyway, my pilot friend inquired about the location of the airport manager's office and went to talk with him. It turned out that we were not only given an allocation for more fuel than we needed, but also at a fairly good discount.

## Matthew Town and a night in the Cherokee

We stayed in Jamaica for three days, one in Kingston and two in Montego Bay. The next leg of our adventure was to Port-au-Prince, Haiti for fuel then on to Matthew Town, Great Inagua Island. Supposedly you over-fly Matthew Town before you land and a man in charge of fueling will come out to the airport to fuel your airplane and take care of your needs. Well, the person did not show up after quite some time and my pilot friend became restless to get going. So off we went to Crooked Island in hopes of refueling there. We got to Crooked Island just in time for a heavy rain shower. The visibility was so poor we could not find the airport...

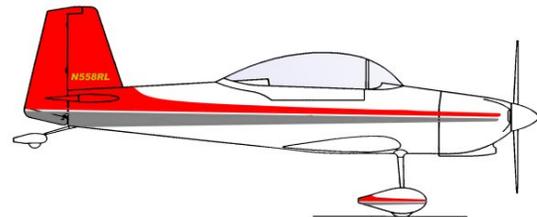
**TO BE CONTINUED NEXT MONTH**

ON FINAL JANUARY 2002

## Finally, a Viable Alternative to the Traditional Engine?

Choosing an aircraft engine is probably the most significant decision one must make for their homebuilt project. Besides power and physical attributes -- support, technology, integration time, re-engineering, and regulatory issues are significant factors to weigh.

In my case, the manufacturer of the kit I am building (Van's Aircraft) not only recommends Lycoming engines but offers factory new engines at a considerable discount. The good price, the security of a known path, and my conservative nature have lead me to choose a new O-360-A1A for my RV-8... for now!



Although I purchased my Lycoming engine at the same time as my kit, I have always had feelings that a more modern alternative would be more reliable, more fuel efficient, and smoother. After all, a modern airplane engine is



little different from the engine in my 1946 John Deere tractor. Magnetos, ugh! Carburetor, ugh! Unfortunately, after investigating converted automobile engines, kit engines, and others over the last few years, I never found a remotely viable alternative to a "standard", "official" airplane engine. After all, the accessories, mounts, systems, and other aspects of a complete power plant "package" are well established for a "real" airplane engine. Fifty years of production and use make for a lot of experience to copy. When you use an alternative engine, you become the inventor for nearly everything that surrounds the core engine. I'm going slowly enough on the airframe without the inevitable trouble of designing my own power plant installation.

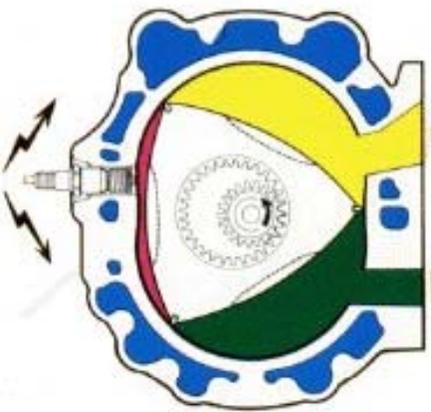
Hedging my decision, I haven't opened the Lycoming box yet. Hopefully if I decide to switch, I can sell it and break even. (Maybe even make a few bucks!)

## The Possible Alternative:

Since high school (a long time ago!), I have followed the development of the Wankel rotary engine. (I have also been very interested in the certified Dynacam engine since long before I was involved in aviation, but that's a topic for another day.)

(Continued on page 6)

# Ready for Rotary? (Continued from p. 5)



I even had a transparent working model of a single rotor Wankel engine in my bedroom as a kid.

Now, the Powersport Aviation Rotary RE-215 engine package might be the alternative I have been looking for. After more than ten years of development work on the engine and systems, things are

coming together for the company. They now have a complete, refined, and tested Wankel Engine package available for kit builders.

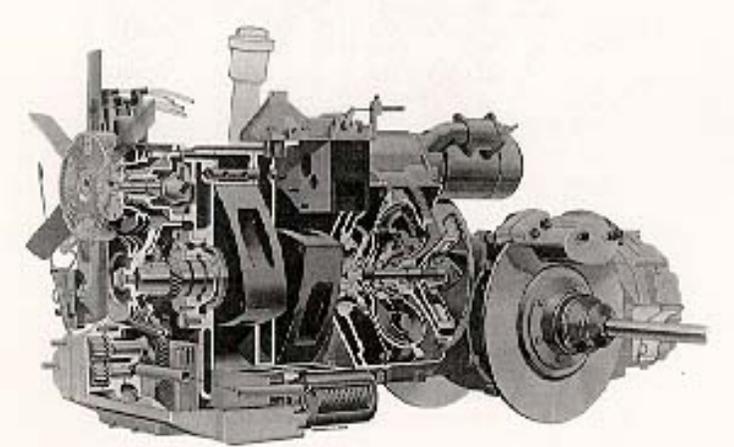
Through the local RV builder's group, I have had the opportunity to attend numerous presentations of the Powersport Aviation RE-215 rotary engine and its systems over the last two years. The static displays were always interesting. The engine and accessories on the test stand looked extremely well engineered and well finished, but I always wanted to see it run. Last spring, I finally had my chance to see the engine run. It started instantly and ran smoothly but LOUDLY. (A natural aspect of Wankel engines, they now include a special muffler!) The instrumentation package offered with the engine was also very impressive. Last fall, Powersport Aviation flew their RV-6 demonstrator to the RV builder's group pig roast. Again, I was very impressed with the attractive engine and systems installation. The narrow, turbine-like profile of the cowling makes the plane just look faster too!



One of the drawbacks of most alternative engines is the RPM's required at full power. In most cases, a big, slow turning propeller is most efficient. The 6000 RPM of the Wankel is far too fast, so a reduction drive is required. One of the most significant features of Powersport's Package is the geared reduction drive (manufactured in house) included with the engine. (They also sell the reduction drive separately.) The Powersport

Aviation engine is really a complete system, also available as a complete firewall-forward kit for RV's and a few other aircraft. Powersport Aviation has also developed a custom electronic ignition system that integrates with a computerized engine management system. It also integrates with an available MFD type display.

The Powersport RE-215 engine is a peripheral-ported, Mazda 13B rotary engine that has been in development for over 10 years, with 500 hours of flight time in an RV-4 and RV-3, and now 80 hours in a RV-6A. It is equipped with dual electronic fuel injection/ignition computers and the 2.29 to 1 propeller speed reduction drive. The PSRD-300 reduction drive uses an internal spur gear that maintains right hand rotation allowing the use of standard propellers and is extremely stiff torsionally, eliminating the possibility of torsional resonance that may occur with planetary gear boxes when used with the strong power pulses of the rotary engine.



*The NSU Wankel set up for a front-wheel-drive automobile.*

The Powersport RE-215 Rotary Engine is manufactured by Powersport Aviation, a division of Ratech Machine Inc. of Osceola, Wisconsin. They are a specialty, large capacity CNC machine shop. They build really big and very precise products for the aerospace industry and others. Even the trailer they haul their demo equipment around with is a work of art. It tilts, pivots, and adapts just like a transformer toy.

<http://www.powersportaviation.com>  
(<http://www.ratechmachine.com>).

## **Powersport Aviation RE-215 General Specifications:**

Max Power 215 hp (At 2450 rpm)  
Static Thrust 710 lbs.  
Propeller Speed at  
Max Power 2620 rpm  
Dry Weight 265 lbs. (Including reduction drive)  
Wet Weight 326 lbs. (Complete Firewall Forward)  
Coolant Water, with Oil to Water exchanger

## **Comparable Lycoming IO-360 Specifications:**

Max Power 200 hp  
Propeller Speed at  
Max Power 2700 rpm  
Dry Weight 327 lbs.  
Coolant Air

*( Ready for Rotary? will be continued next month)*

# Ground Observers Corps

by Noel Allard



SAC Insignia on a B36 Bomber

In 1953, my 8<sup>th</sup> grade year, a couple of us young people were invited to visit the Air Force, Air Defense Command Filter Center on Lake Street and Colfax Avenue in South Minneapolis. The Filter Center was in the old Buzza Building. I had very little knowledge of what the Filter Center represented, but that first visit opened my eyes.

I learned that it was a year-old facility of the Ground Observer's Corps, a corps of volunteers of all ages and occupations who observed the skies on the lookout for possible enemy (Russian) bombers flying over Canada and the continental United States to drop nuclear weapons on us.



That was the simple explanation. The idea was a good deal more complicated, but being a member of this far-out league entranced me and at 14 years of age, I was allowed to become a trainee at the Filter Center. Consequently, I began taking the streetcar from 50<sup>th</sup> and Bryant to Lake Street on Saturdays and Sundays through my 8<sup>th</sup> and 9<sup>th</sup> grade years to participate. Often, I worked into the evenings. My parents never said a word.

As the Air Force, Air Defense Command, Ground Observer's Corps, Aircraft Warning Services was structured, it consisted, in part, of a legion of observers on the ground, mostly farmers, electric co-op crew members, DNR officials, forest service workers and other people working out of doors throughout the provinces of Canada and Minnesota, as well as other northern U. S. States. The observers' jobs were to spot aircraft flying overhead. As there was no first line of warning radar in Northern Canada as there is today, the DEW Line (Distant Early Warning,) now, itself outdated, did not exist in the early 1950's as the "cold war" began. Citizens of this continent actually expected the Russians to come across the North Pole to bomb us at any time. A good set of eyes was our first defense.

The observers would jot down certain characteristics about the aircraft they spotted flying overhead and phone in the observation to the Filter Center, where plotters, such as myself, would place a marker on a huge grid table that represented a region of overhead air space. Once the marker was positioned, additional calls from other observers along the aircraft's path, calling in their reports, allowed a "track" to be established for the airplane.

Air Force officers and civilian supervisors with access to airline schedules and a knowledge of regional airports and air routes would mark the aircraft as friendly or "unknown." An airliner flying a non-scheduled flight could be contacted by radio for identification through a phone line to Wold-Chamberlain Airport. Many aircraft flights in those days were routine Air Force training missions, flown by B-36 and B-47 bombers. The schedules for these could also be checked by the Air Force officer in charge, and thus marked 'identified.'

If the aircraft could not be identified, P-51 Mustangs and later, F-89 Scorpion all-weather interceptors would be scrambled from Minneapolis to make a visual identification. Had the aircraft been a Russian bomber, it would have been attacked and shot down. There is a parallel to that situation today following the September 11<sup>th</sup>, 2001 attack on the World Trade Center.

As a plotter, I sat at a phone position around the big table, starting at the grid, chatting or perhaps drinking a Coke. There were

a few of us youngsters, a few older men, but mostly ladies, probably housewives, who volunteered for the job. I wore a headset with a microphone and took a call when it came in to my position. I would answer "Air Defense, go ahead." The speaker on the other end would simply state, "**Aircraft Flash. One, multi high, overhead, West, no delay, Peter, Peter 44, red.**" Then I would take a "pip," (a device about the size my little finger,) whose rotatable rings could be spun to those parameters and place it on the table.

'One' obviously signified the number of aircraft sighted, 'Multi' referred to the number of engines on the airplane, 'High' was for the altitude. A visual observer could distinguish between low, high, and very high. 'Overhead' referred to the location of the airplane relative to the observer. If the aircraft was not overhead, he would state, "12 East," for example, meaning 12 miles East of his position. Then he would give its direction of travel, 'West' and the time elapsed between his observation and his phone call, which was supposed to be either 'no delay' or '1 minute' or 'two minutes.' Longer than that was considered unreliable. The "Peter, Peter 44, red" was the grid location on the table. The rotatable rings on the 'pip' could be spun to cover any combination of parameters.

Once a second or third observation was made and the corresponding pips placed on the table, it was obvious that it was a track and not a local airport operation. The supervisor then placed another device on the track with little flags that conveyed further information, such as airline flight number, Air Force, etc.

This was very exciting stuff for a young lad and I eagerly took up my position each Saturday and Sunday. I was one of 675 volunteers at the Minneapolis Filter Center. Minnesota had by far the most observers on the ground, 849, compared to the next most numerous, 548 of Wisconsin. Minnesota had almost 39,000 volunteers in 1953, with the total U.S. Corps numbering 250,000. The plan was to eventually have 32 filter centers in 21 'border' States, manned 24 hours a day. The Corps was supported locally with a bi-weekly newsletter and nationally by a monthly newsletter. Open houses were held regularly to let the public see what was happening, and workers from one Center were welcomed to visit other Centers.

I eventually needed to quit the ranks when I entered 9<sup>th</sup> grade in the Fall of 1954. Studies required my time on Saturday. I was still highly interested. One of the most memorable moments was when we received a "flying Saucer" observation one evening. I recall the Air Force officer in charge alternately laughing and arguing with the observer. We put a little flag on the pip with the words 'flying saucer.' I still have my ID card (bottom right) and graduation wings (above center). The GOC was disbanded in 1959 when DEW Line radars, capable of much more accuracy than the ground observers, were put on line.





## Chapter Gatherings

- Jan 16 EAA Ch 25 Meeting, 6:30 pm**  
Washburn Senior High School, Rm 119  
1 block west of Nicollet & 50th (see p.3)
- Feb 2 Young Eagles Winter Flight Fest**  
Ch 25 Event/location to be determined

- 2002 Chapter Meetings planned for**  
Washburn Senior High School  
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 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)**  
Ch 992 Chili Feed Ski-In/Fly-In.  
Dave LeVoy 715/687-4120
- Jan 20 Hayward WI (HYR)**  
Famous Dave's Ski Plane Fly-In  
Chili feed, wheels or skis if snow  
715/462-3352 www.GrandPines.com
- Jan 26 Wautoma WI (Y50)**  
Ch 1331 Wheel & Ski Plane Chili Fly-In  
920/787-5163 davreich@aol.com
- Jan 26 South St Paul MN (SGS) 10a-2p**  
Skiplane Fly-In. Lunch free to skiplane  
pilots and co-pilots. Weather date Feb 2.  
Paul 612/825-7794 Joe 651/455-6827
- Jan 26 Wausau WI (AUW) 11a**  
Chili Fun Day, Wausau Downtn Apt.  
Skiplanes welcome 100LL available.  
John 715/845-3400
- Feb 2 Brodhead WI (C37)**  
Ch 431 Ground hog/chili Skiplane Fly-In  
262-215-9388 (please-skiplanes only)
- 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 PVT)**  
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
- Feb 23 Springfield IL**  
Ultralight Safety Sem., IL St Fairground  
Roy Beisswenger 618/664-9706
- Feb 24 Warroad MN**  
Lions 24th Annual Skiplane Fly-In  
218/386-1818

the edge of the nest for the first time, alone.

The tow couldn't have gone any better. I followed the towplane through some gentle turns as we climbed to altitude for release south of the airfield. At 3,000 feet AGL I pulled the yellow release knob and after confirming "rope away" I banked to the right. The late afternoon sun mixed with a silvery, milky layer of haze, turning it pink along the top edge. Bright light alternated with shadow as I wheeled around and around in steep turns to the left and right. I have never felt so free.

All the while, I'd been keeping watch on my position relative to the airfield. At the appropriate time I entered the downwind for landing on runway 18. "Three touch-and-goes?" I had joked with Red prior to taking off. There was one more order of business to take care of to bring this wonderful flight to a successful completion.

Making minute adjustments to the airbrakes, I continued in on base. Turning final I lined up centered between the runway end cones and glided on down. I rounded out above the grass, adding a little more airbrake to set the K-21 down on the center wheel. I turned the glider to the left to clear the runway, slowing it down with the wheel brake. The left wing touched lightly to the ground as the glider stopped. *Woo hoo!* I had done it.

## Stuff for Sale/Wanted

For Sale: Hangar, 5000 sq ft heated with office, two 45' doors, Faribault airport, \$98,500  
507/334-5756

For Rent: Hangar, FCM, T Hangar Style. Slide door, \$150/mo.  
952/941-0134

For Rent: Hangar space (heated) available @ ANE. Prefer low wing. New bldg. 54x60'  
612/669-2241

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

For Sale: 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: 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 pattn, new in box \$50  
Gene Stinar EAA 121451 651/258-4432

For Sale: 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