

# On Final

EAA CHAPTER 25

MINNEAPOLIS / ST PAUL, MN

JULY 2002

## *Saga of a Fairchild* —continued from last month

by Lee Hurry see page 5



## *Eric's RV8 Project, Part 2* by Eric Strandjord

**A** couple of months ago, we talked about the basics of RV tail construction. Then, our editor hopefully left enough of a “cliff hanger” to ensure your continued reading of this diatribe. By the way, after careful consideration and much advice, I have decided to abandon the European spelling of clecoe in favor of the red blooded American version, cleco!

People often wonder “how do you buck the rivets **INSIDE** a closed surface. Here's the secret. The side of the skin you can't see (on the picture's right) is thoroughly clecoed to the skeleton. This is where a rigid jig helps make sure that the surface will be square. I had my head under the skin shown in this picture for this stage. You

(Continued on page 4)



2002 Aviation Camp Awarded p7

YE Update-LVN, GYL, FBL Mike Dolan p3

Cleared...Approach Frank Hanish p2

July 17 Meeting, Announcements p3



# Cleared for the Approach

by Frank Hanish

# ON FINAL



Minneapolis/St. Paul

Visit our website at [eaa25.com](http://eaa25.com)

#### President

Frank Hanish 952-974-0561  
[frankhanish@cs.com](mailto:frankhanish@cs.com)

#### Vice President

Ed Hansen 952-892-7266  
[DnEHansen@aol.com](mailto:DnEHansen@aol.com)

#### Secretary

Greg Cardinal 612-721-6235  
[cardigi@gw.startribune.com](mailto:cardigi@gw.startribune.com)

#### Treasurer

Chris Bobka 952-432-7969  
[bobka@charter.net](mailto:bobka@charter.net)

#### Membership

Ron Oehler 952-894-2332  
[ron.oehler@worldnet.att.net](mailto:ron.oehler@worldnet.att.net)

#### Newsletter Editor

Pete Gavin 612-866-6676  
[petegavin@mn.rr.com](mailto:petegavin@mn.rr.com)

#### Young Eagle Coordinator

Mike Dolan 952-652-2436  
[iamtopgun@voyager.net](mailto:iamtopgun@voyager.net)

#### Technical Counselors

Earl Adams 651-423-2973  
Chris Bobka 952-432-7969  
Dick Burns 952-473-1887  
William Faulstich 612-772-6597  
Bill Witt 651-633-8849

Please notice the additional sponsors shown on page 8 of this newsletter. This was a task which we first discussed last December. Congratulation goes to V.P. Ed Hansen for the recent success in this area. Supporting Ed were members Greg Cardinal, Pete Gavin, and Ron Oehler. Chapter 25 and I wish to thank new sponsors Thunderbird Aviation, the Academy College, Aircraft Sales, and Bolduc Aviation Specialized Services for their patronage.

EAA Chapter 25 is no doubt going to have its best year yet flying Young Eagles. I have been very pleased recently with the increased number of chapter volunteers at these events. There has been a return to service given volunteer pilots that had not flown these missions in awhile—but are now back, and a turnover on ground support duties with a significant number of new faces joining the effort. Both such occurrences are truly appreciated. As an example, my plane was down for an annual inspection during this past month. On June 8<sup>th</sup> at the Glencoe event, having been grounded, I helped produce their YE certificates instead of my customary flying. It was an opportunity to witness YE events from a different perspective. I had not previously worked the YE events from the ground in some time; it was great fun despite always seemingly getting assigned the computer work.

Now, more computer work. The chapter's stellar volunteer, Ron Oehler, is already vacationing in Oshkosh. This past year Ron's been sharing the printing duties with our editor, Pete Gavin. Before Ron headed eastbound the printer was deposited here in my den. I am hoping to get this article done (as it is always late) and then help Pete with the printing. I could go on for seven pages...but that would saturate this edition. I have yet to get this printer working to satisfaction on my computer. Let it be known that a seemingly simple computer task this is not... I would rather be flying.

Are you AirVenture bound? The dates for this years fly-in are Tuesday, July 23<sup>rd</sup> through the following Monday, July 29<sup>th</sup>. In last month's article, I had included the dates for the NOTAM, which is in effect starting Saturday, July 20<sup>th</sup>. The customary booklet containing these Special Flight Procedures is available by calling the EAA at 1-800-564-6322. Or visit either [www.faa.org/NTAP](http://www.faa.org/NTAP) or [www.airventure.org](http://www.airventure.org).

This month's chapter gathering will be on Wednesday evening, July 17<sup>th</sup>. There has of late been no presentation (or program) at these hangar gatherings. We will plan on a typical round-robin Q&A session. Let's see what develops. Some members have recently been over to Oshkosh on volunteer details, and we just might hear a little about what the convention grounds are going to be like this year. Remember to ask a friend to join us. For further meeting information see page 3.

- Frank



ON FINAL is published monthly by Chapter 25 of the Experimental Aircraft Association (EAA) for the use, education and enjoyment of Chapter members and others to whom it is provided. No claim is made for the accuracy of materials presented. Editorial content is the opinion of the contributor and does not necessarily reflect the position of Chapter 25 nor EAA. Submissions for publication are encouraged and should be addressed to: Pete Gavin, 6905 12th Ave S., Richfield, MN 55423, phone (612) 866-6676 or via email to [petegavin@mn.rr.com](mailto:petegavin@mn.rr.com). Submission deadline: 1st Wednesday of the month. New or renewal memberships (\$20/year) should be addressed to: Ron Oehler, 36 Walden, Burnsville, MN 55337-3678, (952) 894-2332. Permission for other EAA Chapters to use the non-copyrighted portions of this publication is hereby given as long as the source is acknowledged. Any copyrighted material that appears in this newsletter is with the permission of the acknowledged copyright holder. Any further copying must obtain the permission of the original copyright holder.



# Young Eagles Update

by Mike Dolan



International Young Eagle Day (IYED) put smiles on the faces of 50 young aviators and 15 Ch. 25 members who participated by flying or providing ground support.



## Airlake

As I got up the morning of June 8th I was greeted by heavy ground fog and low ceilings. Although we advertise a 9:30 am start, when I arrived at Flyteline Aviation at 8:45 the enthusiastic participants were already coming in. The fog dissipated and the ceiling was increasing. I passed out applications and had a pile of them when our ground crew showed up. Ron Oehler took care of printing certificates and Jeff Coffey, Steve Atkins, Robin Mueller, and Elyce Mueller helped out with ground support.



I can tell which registrations Elyce does as when I get home to complete the paperwork, the applications she handles are complete and accurate. Pilots included Stan Chrobak in his Cherokee, Pete Gavin in his Chief, Don Eide in his Cessna, Mark Kolesar in his Beech A-36, and Dale Erickson in his C-172.

Flyteline was having an open house starting at 10 A.M. and as it became too crowded, we moved the operation to our Chapter hangar. Our ticket selling operation was set up and Ed Hansen was able to sell a number of tickets.

Our Airlake operation totaled 43 happy smiling youngsters and several parents that went for a flight as well. We were closing up the hangar when Dan Carroll pulled in with his newly engined Beech Baron—he had about two hours on them so far. Dan wanted to know if anyone wanted to go over to Glencoe for a visit. A couple of us jumped in with Dan and

(Continued on page 7)

## This Month-July 17 6:00 pm

Grill hot at 6 pm, Meeting starts at 7:00

Chapter hangar 34A on India Ln at Air Lake (LVN)

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 hangar.

## 2002 Fundraiser Tickets Distributed by Ed Hansen

A total of 10,700 raffle tickets have been distributed to Chapter 25 members. As everyone knows the cost of each ticket is \$2.00 and is a tax-deductible donation as Chapter 25 is a 501(c)3 charitable organization. Please inform your ticket purchasers of this as a selling point. Also, state law requires that all tickets be accountable for at the end of the raffle. It is important that each member be accountable for all the tickets and monies collected. We are requesting that monies collected to date be turned-in at the monthly Chapter meetings or to any of the committee members.

The committee members are: Jeff Coffey, 612.915.1725; Chris Bobka, 952.432.7969; Mike Dolan, 952.652.2436; Pat Halligan, 651.452.7050; Frank Hanish, 952.974.0561; Ed Hansen, 952.892.7266; Lee Hurry, 952.938.7856; John Koser, 952.831.5142; and Craig Nelson, 952.949.0400. Please feel free to contact Ed Hansen by phone or at [dnehansen@aol.com](mailto:dnehansen@aol.com) with any questions or to obtain additional tickets.

Thanks to the generosity of the Apple Auto Group we have displayed a 2002 Ford 150 4x4 Super Cab at eight regional fly ins to date, generating a total of \$1164. Chapter member ticket sales honors goes to John Sullivan with 100 tickets sold to date...way to go John!

Keep focus on the goal.....selling your 100 tickets!!!

## August Ground School Canceled

John Sullivan will not be offering the Private Pilot Ground School this August. If there is sufficient interest, John would consider setting up a course for this fall. Please contact John at 952-890-7053 if you or a family member would like to take advantage of this free offering.



# Eric's RV8 Project, Part 2

(Continued from page 1)

do the first side normally, gun on the outside, buckler from the inside with one side of the skin mostly loose.

The other side is much harder. On the right, the surface shown is nearly

done. You work your way from the center out, removing strategic clecos, with the gun operator over your shoulder. (You always precede the working hole with two clecos to ensure things don't drift.) The buckler is blind and works by feel, holding the bucking bar with its working surface backwards (towards the gun – duh). First, you do the center spar on the left side, working out to the tip of the surface (behind my head). For the rib and rest of the spar, you work from the center alternately riveting and installing clecos as you go. Rib then spar then rib then spar, etc... You end up working with your arm pinched under the corner of the skin. When the internal spar and rib are done, you hand squeeze the edges. It took the two of us eight hours to do all the surfaces. The open end of the spar (a channel) is available for a hand squeezer (by my elbows). The front of the center rib is reached by sticking your arm waaaayyy into the surface from the lower end. (The front part of the base rib ahead of the spar is riveted in after all the rest is done.)

The movable surfaces use an even better trick to rivet skin to skeleton... They are built inside-out! The skins for the moveable surfaces are shipped from Van's cut to shape, pre-punched in only a few strategic places, with the **trailing** edge half bent. Rather than ribs, a set

of stiffeners is fabricated by your trusty airplane builder from lightweight aluminum angle. Unlike the stationary portions of the tail, these skins are not pre-punched. (Remember, we are working from the inside out!)

In this case, I manually laid out holes in the stiffeners using... (Gasp!) trigonometry! The stiffeners are shown below. If you look carefully, you can see that the hole pattern is the same on every other part! I can only assume that Van was a genius when he designed the shape of the tail so that this would work out! You can't see it here, but the web of the stiffeners tapers to

a point so they won't interfere with each other (or the skin) at the narrow trailing edge.

After careful measurement and prodigious referrals to the plans (Remember, Van's manuals s\*ck!) I placed the skin on a large flat plywood surface, taped the stiffeners to the inside, and drilled through the existing stiffener holes through the skin into the plywood. I followed every hole with a cleco. Like the non-movable surfaces, de-burring, dimpling, and priming followed.

The skin shown above is "at rest", showing the angle bent into the trailing edge at the factory. The skin is fairly "hard" aluminum (Sorry I forget the number!) and is very "springy". I used a stick to hold it more open, facilitating the second part of the "trick" for assembling a narrow surface without "pop" rivets. That trick is called "back-riveting".

Usually, one would use his air-powered rivet hammer to "pound" on the factory head of a rivet. Back-riveting involves working the shop (or formed) head with the gun. The third part of the trick is to use a back-riveting plate. It's just a really smooth piece of 3/8" steel with a honed, flat surface. For my moveable surfaces, I would use the rivet hammer on the inside of the skin, which rested on the back-riveting plate. With a well-adjusted rivet hammer, this back-riveting turned out to be easy. Here's the drill... I taped a row of rivets to the skin from the outside surface (In the dimples, through the holes). I carefully placed the skin over the riveting plate, lining up the row of rivets on its center. Then I could simply place the stiffener over the protruding rivets, and rivet away! I had already purchased a back riveting "set" that had a spring-loaded sleeve that would hold the parts tightly together, and keep me from slipping!

After attaching all the stiffeners, trick number four "closes" the skin to a more recognizable shape. Here's a picture of my scientifically designed bending brake used to form the trailing edge. It's just a perfectly straight two by six hinged to my workbench. (A few trips through the table saw made sure of it!) The bar clamps give the necessary leverage. I was very afraid of over-bending at this point, fearing cracks in the trailing edge! My fears were groundless. I had to squeeze the leading edges totally together to get them to sit gently on the spar when at rest! All of this mental stress resulted in the beautiful rounded trailing edge that gives the RV series its light control feel. Interestingly, when VAN developed the RV9 (the closest RV to a trainer), he used Cessna-like riveted edges. The sharp trailing edge radius on that airplane gives a much firmer control feel!





On the left is a picture of the jig used to assemble the rudder and elevators. (The yellow bar across the bottom of the “V” angles is just a tape measure used to get it the right size) Fortunately, the only riveting from this point is by hand squeezer.

The skeleton for the moveable surfaces is built just like the fixed ones with one big difference. No internal ribs! Just drop in the spar and end ribs, hand squeeze the rivets along the edges and you are done!



Here is the partially completed right elevator sitting in the “V” jig. You can see the balance arm under construction. Later, a lead weight will be bolted in. The elevators in the RV’s are completely statically balanced (after painting). The

rudder is partially balanced, as are the ailerons. In the aileron’s case, a heavy iron pipe is fastened inside the leading edge. You might also notice one very glaring problem. The leading edge is a giant open chasm, waiting to slow me down and ruin my cruise speed!



Here’s the last “trick”. The leading edges are hand formed to curved shape and pop-riveted together. Here, you can see how the curve is bent into the otherwise flat skin. This is harder than it looks. I would turn the pipe (fastened with duct tape) with

a big wrench, curling it all the way to the spar. The u-bolts hold things flat to the table and the whole surface slides along the bench as the curl is formed. The bad news is that the curl isn’t quite enough and is finished by lots of hand bending. Two days of bending left my hands bloody only to find the pre-drilled pop-rivet holes ¼ inch apart. Fortunately, George Orndorff, RV guru and builder of many RVs told me that this was OK and that I should go ahead and rivet the leading edge under the minor tension left over. BTW... Van justifies using “unholy pop” rivets here for two reasons. It’s non-structural and not exposed to the slipstream. Thank goodness, they would be hard to get at in there!

Well, my tail has been done for over a year, hanging on the wall in the basement. I have since moved on to the fuselage. If our beloved newsletter editor needs to fill space sometime in the future, you will read about it here!



## *Saga of a Fairchild* by Lee Hurry

*Last month, Lee recounted how he happened on the opportunity to acquire a rare but damaged 1936 Fairchild 24 R C8F, and how he managed to get it airworthy and hangared at Flying Cloud Airport. Lee left off last month with a description of the oil-burning Ranger engine.*

A retired Ranger factory tech rep loaned me all his manuals and special engine tools which I replicated. He also advised me to find .010 under-size bearings and get them re-cut to



fit my shaft with .0015 clearance (like the pre-war engines). I had learned that Canada had reduced oil consumption on their 200s in PT 26s by using an oil ring from Peerless in England. They told me the ring had been a continuous steel coil, not unlike a child’s stairway toy, but they didn’t make them anymore. Clinton was in the auto parts rep business and found that the new 65 Cadillac engine oil ring would fit with a little groove widening. I built up a 200, used the same factory letters Ray had for using the 175 and got the STC to install it. It was Rockford time again but this time it only used 1/2 pint! A miracle, a dry Ranger. Too dry! Going home, vibration and noise developed. Gleason had moved to Faribault which was on my route, so I decided to drop in to get his opinion.

He was standing there waiting, heard me coming! But we couldn’t figure out the problem. Decision time. Dismantle and haul it home or fly it. Minneapolis isn’t very far from Faribault but as the shaking increased it sure seemed farther. I wanted a straight-in approach so tried to raise Flying Cloud unsuccessfully trying all three frequencies and finally heard a response. The shaking had got the old receiver a little off calibration but they had heard me and figured something was amiss and immediately granted my request, then asked if I was declaring an emergency. I didn’t want to get involved in that paperwork and it was still turning so I declined, adding “but if it had been a twin, I’d sure have this one feathered!”

The reduced bearing clearance had reduced the oil spray onto the cylinders and the severe oil rings had worn the cylinders corrugated! I had to bore them to +.010 to re-use them. I also learned to re-seal the crankshaft sludge plugs and use valve guide seals and was thus able to build a ranger which had normal oil consumption of 1 pint per hour. That engine was still on the bird years later when it crashed on takeoff from the desert strip during the London-to-Sidney race. It caught a rut or a rock.

The 175 Sensenich 86RB60 prop was also legal for the 200. Later I acquired an aluminum Curtiss-Reed off a Wigeon which crashed on a nearby lake doing touch and go landings when a leaking hydraulic accumulator let the gear down

unnoticed. Even though Maxwell overhauled it, it still induced a vibration. I now think that the Lord mounts were too hard, because I later was able to get new production rubbers which smoothed things out considerably. Maxwell advised he had built a Hartzell controllable for a F24 in Iowa. I talked to the owner and then had Ken build me one. These were commonly used on Bonanzas and Navions and had micarta blades like Aeromatics. Ken had the paperwork approved and I did the installation. The Ranger does not have a drive for the governor and though we discussed modifying one to mount on the unused fuel pump drive, we decided against that and I used a verneer cable to directly operate the oil valve control arm. FAA hadn't wanted to approve the 200 engine but I forced them with the paperwork I had. Even though I had a military engine manual which clearly permitted a 5 minute overspeed (so-called 'war power') (in a trainer?) which I wanted to be able to use, now having the capability with this prop, they said enough was enough and turned me down, quite firmly. I decided to quit while I was ahead but then figured how to file a detent in the verneer at the normal rpm position, which I could override if I wanted/needed the extra 200 rpms. About then I was tired of re-soldering the leading edge rivets every time I flew through rain. Ken agreed to build me an aluminum blade version, using 180 floatplane blades, which were longer and thinner (more efficient).

Forest Lovely said it sounded like a T-6 when I demonstrated its short field and climb capability to him there at Lydia International. With two aboard it would break ground in the same distance as an 85 hp J-3, we did just that in a formation takeoff once.

That prop however had a vibration harmonic restriction against continuous use right in the middle of the Range cruise range! I had to accept the fact that it was flying it either low & slow (1950 rpm @ 19" @ 9 gph) doing 100 mph or high and fast (2350 @ 23" @13 gph) doing 140 at 10,000 ( remember this is the early light 2400 gross model). I also installed a Mooney spinner with the mounting ring reversed and remodeled the nose bowl to match it, looking pretty nicely streamlined, especially since I'd been able to tuck the oil cooler inside the cowl. The rebuilt wheel pants and recreated fairings also contributed to its appearance and speed.

The mechanical brakes wouldn't hold against the big 200 and new prop for mag check so I converted it to PT hydraulic units. Bill Hanson welded in the cylinder mounts I had fabricated. Several 25 members were standing around watching Bill doing that difficult overhead weld when Fred Davis abruptly departed, saying that fire was too possible and he couldn't stand to see me cry! We did blister the floor board varnish a little but had wet rags and extinguishers handy. Unfortunately the hydraulic brakes wouldn't hold the plane either! I discovered one could pressurize the reservoir, thus pre-loading the expander tube and get more capability from them. That very fact led me to discover that the measurement of the inside diameter of the brake drum was 1/8" greater than the outside diameter of the brake blocks. This was resolved by bonding 1/16" gasket mate-

rial to the back of the blocks. I feared the contact cement might break down from heat but they were still working on the ship when it crashed. I did the same thing on some Cub brakes. They worked so well I even sheared a valve stem by hitting one too hard on a taxi turn, the tire slipped in the hub.

The tower complained they had a hard time seeing my nav lights in the pattern, too dim, so I modified them to use the newer sealed beam bulbs. The angle was wrong but they happily reported that now they could see me so FAA signed off the log entry. I had a new nav light flasher unit, couldn't afford the new beacon light so modified a couple streamlined truck red clearance lights, putting them top and bottom of the fuselage and hooked them to the flasher. Tower was ecstatic, now they could really ID me. FAA wasn't as pleased with the idea but finally gave in with the proviso I wouldn't go around telling everybody about my truck lights. They had asked if the red color was per spec but couldn't figure out how to determine. Such fun, they were really decent guys.

The fabric tester finally fell thru (it found an unpatched spot in the Grade A). Gleason was out of work so I hired him full time to help me restore the bird. We dismantled it and hauled it in to my home shop garage where-in I had recently installed a horizontal gas furnace (which I gave to Dale Johnson under the proviso he had to remove it.) We worked all winter recovering and modifying: Cessna LE landing light, battery box back to rear fuselage (like the 46 model), so it could counter-balance the new heavier prop. 30 gal wing tanks replaced the 20s, installed new panel and radios, created carb oven and cabin heater. Insulated the cabin, completed new interior, updated all the paperwork to include stuff like the original single rear seat that morphed into a double. It was a bit heavier but flew like a homesick angel!



My circumstances were changing and I accepted an offer for plane and hangar. Sold all the Rangers and tooling and was out of the flying business and hobby. The ship changed hands a couple times very quickly. Each new owner contacted me with inquiries etc. One wrote asking for help on his latest Ranger. An army pilot/mechanic called about buying it to enter it in the replica London to Sidney Australia race. He was entry #1. I told him to leave the wheel pants off in case there was a soft field en route. The engine was still perfect, as was the plane of course. Over the Arab countries he had smoke in the cockpit, radioed his location and mayday-ed, putting it down successfully on a smooth postage size piece of desert near some huts. Found the smoke was hot oil getting past the generator seal etc. Was able to reseal it, off-loaded his observer and all baggage including most fuel. Takeoff was aborted, field was too small. I absolutely cannot remember if I had told him about the prop detent!

They dragged it onto a cart track which went past these huts where there was a track curving toward them. The straight piece of road was too short. The tail was up but the wheels were still down when he hit the rutted turnoff where one 10" tire

# Young Eagles Update

(Continued from page 3)

Jeff Coffey and Pete went in the Chief.

## Glencoe

Frank Hanish was helping out with ground duty, while Norm Tesmar and Dick Reinke flew in the Cub. When we got to Glencoe, Dan couldn't resist and got a load of Young Eagles to fly. Our members were credited with 7 from the Glencoe operation.

## Faribault

On June 29, Chapter 25 conducted a YE event at Faribault in conjunction with the Faribault Area Pilots Association brat & corn feed fly-in.



Special thanks to John Sullivan for managing this event, and to Don Eide, Earl Adams, Frank Hanish, Pete Gavin, and Bob Peasley for flying a total of 81 young eagles. John Koser, Ron Oehler, Roy Landela, Bert Sisler, Steve Adkins, Ed Han-



sen and Harvey Havir handled ground support. The weather presented a special challenge as temperatures rose into the 90s and a gusty crosswind kept things interesting in the touch-down zone.



Chapter 25 has a total of 230 young eagles from rallies so far this year. There are a couple of Chapter members, including myself who fly Young Eagles on their own, so our number is somewhat higher. Our commitment to the Young Eagle office for this year was 153. This number was a commitment of 1.5 Young Eagles for every Chapter 25 member. We have met that commitment, but I am hoping we can double it before years end.



## 2002 Scholarship to EAA Aviation Camp Awarded

*This year the Chapter 25 scholarship to EAA Aviation Camp has been awarded to Ian Baltutis. Ian agreed to write a short article telling us about himself and his interest in aviation.*

July 4<sup>th</sup>, 2002

I am very proud to have been selected to receive the summer camp scholarship and I hope to have a great time there. I would like to thank Chapter 25 for giving me this opportunity. I have been interested in aviation since I was really young. I love anything that flies but I love flying even more. I also enjoy building models both powered and plastic. Right now I am working on a one-fourth scale model of the Spirit of Saint Louis for Washburn's Aviation Program and anyone's help with it would be great. I hope to attend the Air Force Academy after high school. I then want to join the Air Force and fly transports or maybe even bombers. But I would rather fly multi-engines than fighters. I then hope to someday after that possibly fly for a commercial airline. But for now all I want to do is explore all in aviation that I can.

As far as my free time I am very active in the Boy Scouts and I am working on my Eagle Rank. I am a Brotherhood member of the Order of the Arrow and am also the local chapter chief. I love the outdoors and camping as well as high adventure activities like hiking and climbing. I run Cross-Country and ski Cross-Country with school. I speak a little French and pretty good Japanese. I got the opportunity to go to Japan with school last year and hope to go again next year. About four years ago at a scout Camporall I was selected to get a helicopter ride and I loved every minute of it. I've flown in the Young Eagles Program and once got to go up in a Cessna at an air show. I flew balsa and styrofoam gliders as a kid and then remote control gliders with school. I hope to someday own an airplane and just fly for fun and the thrill of being aloft on only the air around you.

—Ian Baltutis

## Saga of a Fairchild (Continued from page 6)

caught and over it

went. He later sent me photos which I still have (wish I hadn't seen them). It wasn't really hurt. Metal prop tips bent but I straightened some like that once and flew it home. Top of rudder slightly bent and one rear lift strut slightly kinked. He said his visual inspection didn't even show any damaged ribs, although there surely may have been. The few people living there gathered, including the chief. An approaching dust cloud materialized into a pickup driven by an eleven year old who skidded to a stop just before he hit someone or the plane. Although they had the truck to pull and people to lift, there wasn't a rope, chain, cable—nothing to tie on with.

The chief decided the road had to be cleared, got a front-end loader tractor behind the plane and pushed it off the road, crumpling the rear six feet. Then they turned it right side up! This photo shows it with the nose resting in the bucket. It was illegal to own or fly in that country. Authorities showed up (remember

his mayday) and hauled him off to the local jail. Lloyds of London had insured all the racers. A rep showed up, got him out of jail and out of the country and paid off the insurance. Subsequent inquiries have been fruitless and nothing further is known. He phoned me and sent the photos later.



## Chapter Gatherings

- Jul 17 EAA Ch 25 Meeting**  
Chapter hangar on India lane, LVN (see p3)  
Grill is on at 6 pm, Meeting at 7 pm
- Aug 21 EAA Ch 25 Meeting**  
Chapter hangar on India lane, LVN

## Fly-Ins/Special Events

- Jul 13-19 Fargo ND (FAR)**  
Marion Jayne XCountry Air Race & Fargo  
300 Race 817-491-2842, 800/770-0538.
- Jul 18-20 Keokuk IA (EOK)**  
L-Birds Fly-In. Formation school; all warbirds welcome. Irv 319-524-6378
- Jul 20 Cook MN (CQM) 8:30a-2:30p**  
Bkfst, lunch, displays, classic cars  
218-666-2200
- Jul 20 Henning MN (05Y) 7a-1p**  
Pancake Bkfst, Fri night barbeque 6pm  
Tony Thalman 218-583-2270
- Jul 21 Benson MN 7a-1p**  
Pancake bkfst  
320-843-4432
- Jul 21 Eden Prairie MN (FCM) 8a-1p**  
Zurah Shrine Flyers Fly-in Breakfast  
Executive Aviation 952-937-0040
- Jul 21 Marshall MN (MML)**  
Schwan's 50th Anniversary Air Show  
507-537-8011
- Jul 21 Marshfield WI (MFI) 8a-4p**  
Bkfst til noon, YE flights, static displays  
Jack Bremer 715/384-8700
- Jul 23-29 Oshkosh WI EAA (OSH)**  
AirVenture 2002 800/564-6322
- Aug 3-4 So St Paul MN (SGS) 9a-6p**  
Airshow 2002/Air Power Display  
641-455-6942
- Aug 4 Walker MN (Y49) 8a-1p**  
Fly-in Pancake Breakfast  
218-224-2585
- Aug 4 Viroqua WI (Y51) 7-11a**  
Fly-In Bkfst, flea mkt. Dwain Munyon  
608-637-7035
- Aug 4 Cresco IA 7a-noon**  
Flight Breakfast
- Aug 8-11 Little Falls MN**  
75th Anniv of Lindbergh's return home  
Airshow Aug 10, bkfst 7am  
763-576-1596
- Aug 9-11 Eagle River WI (EGV)**  
Biplane/Classic Fly In Festival  
Al & Sherri Mondus (715) 477-0104
- Aug 10 Pine River MN (PWC) 10a-2p**  
River Flyers Fly-in BBQ Lunch  
218-587-2158
- Aug 10 Rice Lake WI (RPD) 7a-2p**  
Pancake Fly-In & Airshow  
Steven Dennis (715) 458-4400
- Aug 18 Mankato MN 7a-noon**  
Annual Fly-in Breakfast  
EAA Chapter 642
- Aug 25 Owatonna MN (OWA) 7a-1p**  
Annual Fly-in Breakfast, free shuttle to Cabella's Fall Expo 507-444-2448
- Aug 25 Iowa City IA 7a-1p**  
Fly-in Breakfast, Giant Model Airplane Show 319-338-9222



**THUNDERBIRD AVIATION**

**952-941-1212**  
www.thunderbirdaviation.com - Eden Prairie, MN

7  
Continental  
Flight Center

FLIGHT PLANNING • FLIGHT TRAINING • PILOT SHOP • MAINTENANCE



**Academy College**  
Since 1996  
Bloomington, MN  
(952) 861-0088  
www.academycollege.edu

AVIATION  
BUSINESS & FINANCE  
COMPUTER TECHNOLOGY  
DIGITAL ARTS & DESIGN

- Aug 26-Sep 1 Mon-Sun Duluth MN (DLH)**  
B-29 Superfortress Tour Stop  
Also on display: B-24 Liberator, B-25 Mitchell, PBV Catalina, Harvard MkIV, Vultee BT-13 and Stinson L-5A Sentinel.
- Sep 7-8 Abert Lea MN (AEL)**  
Mid America Region NC Aerobatic Contest, IAC Ch 78. Primary-Unlimited power and glider categories. 612/727-6055
- Sep 8 Thief River Falls MN (TVF) 8a-1p**  
Fly-in bkfst Joe 218-681-5585
- Sep 8 Maple Lake MN (MGG) 11:30a-2p**  
Fly-in/Drive-in Pork Chop Dinner  
Wright Aero; 320-963-5094
- Sep 8 Mora MN (JMR) 8a-noon**  
Swedish Pancake Bkfst Al, 320-980-1607

## YOUR PLANE FOR SALE?

We Broker, Buy and Trade  
We Have Hangar Space



Call Connie or Gary  
**Phone and Fax**  
**(952) 941-3700**

**AIRCRAFT SALES INC**  
Box 1219, Hopkins, MN 55345

CONTINENTAL  
LYCOMING

## Bolduc Aviation Specialized Services, Inc.

ANOKA COUNTY AIRPORT  
8891 AIRPORT ROAD  
MINNEAPOLIS, MN 55449

DARRELL E. BOLDUC  
PRESIDENT  
(763) 780-1185

"SPECIALIZING IN ENGINE REBUILDING AND REPAIR"



**One Low Price. Plain and simple. Always!**

**Apple Valley Ford (952) 431-5900**    **Apple Ford of Shakopee (952) 445-2420**

## Stuff for Sale/Wanted

For Sale: 1936 Piper J-2 Project, three A40 Continental engines & parts, in hangar at Air Lake.  
Al Morphew 952/898-1640

Wanted: Kit project, new or used, partially built OK. Partnership acceptable. Looking for cruise range ~150.  
952/435-5597 funtimes450@yahoo.com

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/used 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 yellow tagged engine mount for a 1977 Decathlon.  
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: O-290-G Lyc, on stand with prop. \$2,500  
Csna 150 main gear/pants/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

OSH Bed&Breakfast: Share my log home with fishing pond in woods-1/2 hr to OSH & resort/shopping. Sleeps 6 in 4 bdrms + floor space. Email for pics/info  
nschanke@pitnet.net

"Tip-Up / Slider" Canopy for the RV6, RV7, and RV9 aircraft. Loading baggage, fold-up bicycle etc is really effortless. Rich Meske Columbus, OH  
www.aircraftextras.com

For Sale: 1/2 interest in RV-6A, completed and flying. George Jevnager's partners are selling their half.  
George 952-933-2485

Needed: Someone with Great Lakes experience to advise. Separately, anyone interested in a partially completed Great Lakes project?  
Larry Martin 815/784-3476 nitram@tbcnet.com

If anyone is building or has plans for the Delta Kitten, please contact bob\_bigelow@non.hp.com