Kitfox Update  by Craig Nelson

It has been over a year since my last builder’s update on my Kitfox Series 6 project. At the time of that update, I had assembled all the major components of my kit into something that was starting to look like a plane and had completed a pre-cover inspection with Chris Bobka. I’ve continued to make some progress since that report, but as I often find, not as much as expected. So let’s talk about what’s been happening.

The first major task completed was to cover the wings. In the fall of 2002, (Continued on page 4)

Boys & Girls Club Flying High  by Jon Cumpton

Tuesday morning, March 30th was a cloudy one, so having a Young Eagles Rally that afternoon looked a little iffy. By noon, the clouds opened up with sunshine as a busload of kids from the East Side Boys and Girls Club arrived at Airlake. Our crew was ready. We had a ground crew consisting of Mike Dolan, Ron Oehler, Suzanne Hanson (aka Mrs. Cumpton), John Koser and Bert Sisler. Pilots Gary Rosch, (Continued on page 5)
Chapter 25 has achieved a rare milestone. Our hangar has been classified “tax exempt”. That means we will no longer pay property tax on the hangar. The campaign started a few years ago with Dan Carroll and Chris Bobka and finished with Craig Nelson sending letters and answering questions, with input from many of the chapter officers.

Speaking of milestones, another one was achieved on March 19 when we officially set up our Ch. 25 Lakeville H.S. Scholarship. ($500) The student selected will be a senior who plans on continuing his/her education in the field of aviation. The school is in the process of selecting the first recipient and the scholarship will be awarded on May 13. As the years go on I hope the scholarships will get larger and more numerous. We’ve known all along of the educational benefit we’ve brought to our chapter members and the students of Washburn H.S., and now we’ve added Lakeville H.S. to our family. As members you should be very, very proud of these accomplishments.

I have received paperwork from EAA Oshkosh informing me they are looking for volunteers to assist at weekend work parties, running May 1 through July 10. They need carpenters, mechanics, painters and…. They have bunkhouses or you can camp and they will supply food, drink etc… This could be a chapter project. Let me know if you would like to participate in this program. I will bring paperwork to the April meeting.

I would like to thank all the members who brought extra food to the March meeting. The hour before the meeting (6 to 7pm) is becoming a very popular social hour. Try getting to the hanger between 6 and 6:30pm to enjoy some grilled food and hanger talk. Bring a little something to share (brats/salad/cookies).

Now that the weather is getting nice and we are at our hangar for meetings, this would be an ideal time to bring a friend along to check out our chapter. It seems like most people introduced to our chapter have ended up joining. That is a testament to your friendliness. If you’re at the hangar and see someone standing around by themselves, please introduce yourself and strike up a conversation with them as they could very well be visiting our chapter for the first time and first impressions are important.

Aircraft Resources (one of our sponsors) is planning a “free” pancake breakfast on June 5th at the Lakeville airport and they have asked us to help out. This would be a wonderful opportunity for us to see first hand what it would take to host our own fly-in breakfast. I will e-mail you as I hear more. Sign up at the April meeting!

Once around the patch, Pat
This Month—Apr 21st—Chapter Hangar—6:00 pm

Grill on at 6:00, Meeting starts at 7:00

Bring something to grill and something to share.
Coffee is free, soda 50 cents donation.

Speakers:

Lou Martin  Many of you know Lou Martin through his book, "Wings Over Persia." This summer Lou will be celebrating 59 years as a pilot. He obtained his pilot's license at age 17, and next month will be one of the pilots recognized as an aviation living legend during the Commemorative Air Force's air show in Red Wing. Lou will present a short history of air navigation during the late 1940s and mid 1950s. During this time frame "VFR Land Light Lines," and "Adcock Radio Ranges" were widely used. Lou will explain the meaning of the expressions "On the beam," "Follow the Light Line," and "Radio Range Orientation."

Dane Smith  is owner of Aviators Pro Shop at Flying Cloud Airport, our newest newsletter sponsor. Dane will give us some background on his shop, explain consignment arrangements, and show us some of the GPS's and headsets he has available.

Directions to Meeting:  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 right on Hotel or India Lane. Use good judgment in choosing a parking place—the ground may be soft, so don’t drive/taxi on the grass until you are sure it will support the weight of your vehicle.

Saturday, June 5:  Free pancakes and airplane rides!

On June 5 our FBO at Airlake, Aircraft Resource Center, will be offering free pancakes from 8 am to noon. Chapter 25 will offer Young Eagle flights throughout the morning, so bring the kids. Maybe even a few old eagles as well!

---

EAA Chapter 25 Meeting Minutes
March 17, 2004
Presiding Officer: Pat Halligan
Location:  Chapter hangar, Airlake

Business meeting discussions

Guest members were introduced.
Plans were finalized for the upcoming Y.E. rally on Tuesday, March 30th.
Chapter 25 has completed arrangements with Lakeville High School for an annual scholarship of $500 for a deserving student planning on a career in aviation.
Discussed plans for a field trip to Cirrus Aircraft in Duluth with area chapters, scheduled for August 13.
Discussed the possibility of conducting our own fly-in pancake breakfast—maybe plan on Sept.12th?—need volunteers.
Discussed plans for a Harley motorcycle raffle with several other chapters participating.

Presentation

Greg Reigal, an area aviation lawyer, discussed ramp checks and the rights of the pilot.

—submitted by Pete Gavin for Craig Nelson

---

Dick's Aircamper Gets Certificate

First AB-DAR Performs First Inspection

EAA senior aviation information specialist and volunteer amateur-built designated airworthiness representative (AB-DAR) Joe Norris performed his first airworthiness inspection on Saturday, April 3, at Crystal Airport (KMID) in Minneapolis, Minnesota. Norris was the first AB-DAR to become officially certified to perform inspections under the new FAA program developed in cooperation with EAA. The airplane was a Pietenpol Aircamper built by Dick Navratil, Minneapolis. Upon successful completion of the inspection, Navratil was issued an airworthiness certificate for his newly completed airplane, N-2RN. Dave Smith, supervisor from the MSP Manufacturing Inspection District Office (MIDO), observed the inspection.
Sally and I handed the kids off to a neighbor for a weekend and went after the starboard wing. Things went slow but well until I got to the point of gluing the fabric over the leading edge. I found I had too much slack in fabric which I could not pull tight because the rest of the fabric was glued to the main ribs per the builder’s manual. The result was the glued fabric on the leading edge had a lot of wrinkles. It looked terrible! Following the Poly Fiber manual, I attempted to iron these out with a 250° iron with little success. I went to bed late that night totally discouraged, wondering how I would ever smooth fabric out. The next morning brought new optimism. I reviewed my Poly Fiber training materials again and started smoothing out the wrinkles while carefully increasing the temperature of the iron. Success! After a lot of meticulous work, I was able to pretty much smooth out all the wrinkles.

I continued the covering of the wings and tail feathers into the winter. I was able to do this work in my basement shop with the Poly Tak fabric glue only slightly smelling up the place. The best part of this process is the shrinking of the fabric. It’s really fun to run the iron over your work and watch it pull up taut. Rib lacing was also a good time, although it takes a bit to get used to doing the knots. Applying the Poly Brush fabric sealer would have to wait until spring. It has much too strong an odor to do in the house so I had to do that in the garage in warmer weather.

Late winter found me adding additional items to the fuselage in preparation for covering. This included designing, fabricating, and mounting a bracket for the ELT. I added a com antenna and the antenna cabling.

With the warmer spring weather I moved to the garage and began applying the Poly Brush, tapes, and gussets to the wings. This continued into early summer.

Mid summer, I was forced to take a break from my project. I had cancer surgery followed by radiation treatments. I started applying the fabric to the fuselage belly during this time but did not have energy to really go after the fuselage covering until Labor Day weekend.

I hit it hard early last fall. Covering the fuselage went well with the exception of the left side. I had successfully covered the right side and was charging ahead with the left side. I got just a little sloppy when doing the initial fabric positioning and I started gluing from a different point on the longeron because of a lift handle on this side. Somehow, I got up to the quarter window and I had this section of loose fabric that I could not pull tight and glue without a fold. I moved on and finished the rest of the side thinking I’d figure out how to deal with this area later. Alas, I never was able to come up with a good solution so… I removed the fabric from the whole side and started again, this time with more attention to how I positioned the fabric as I glued. Second time worked like a charm. With the fabric on the fuselage, into the garage I went to apply the Poly Brush, tapes, and gussets.

It was time to think about paint! I built a spray booth in the garage using frames, poly sheeting, and a squirrel cage blower that Ron Hoyt had used for his Kolb project. He had these items stored in the chapter hanger and was nice enough to let me use them. It worked great! The blower had a poly tube on it’s exhaust that I would run out under the garage door. I could throttle the airflow by closing the door down on the tube and squeezing it down. Running the blower created negative pressure in the booth and air would circulate into the booth through a set of furnace filters. Since the fumes were always inside the booth, I could run a propane heater in the open bay of the garage and heat the place up. Fresh air was provided by the gap under the garage door and drawn in by the negative pressure created by the blower. I painted well into early winter with this set up. When I’m done painting, I will return the booth to the hanger so that others can use it which I know will make Ron happy.

Painting went fairly smoothly. I was able to spray the fuselage with the required coats of Poly Brush and Poly Spray (UV silver coat) prior to applying the color coats. I took the wings to the point of applying the Poly Spray before calling it quits and turning the garage over to the cars for the remainder of the winter.

These past winter months were consumed with instrument panel work. I spent a lot of time doing research on what instruments to use, developing a power distribution scheme, and ordering components. I elected to include some over voltage protection in my electrical system. This adds some complexity but I think it is worth the additional effort. I’m using the standard analog flight instruments...
but have gone digital on the engine monitoring end of things. I am also mounting a Garmin 196 handheld GPS on the panel which I will power from the airplanes electrical bus. There is a lot of detailed work here with little actual building. The research was fun but I was starting to feel like I was not getting anywhere because I didn’t have much to show for all the effort.

After spending some time determining the actual panel layout I began cutting the necessary holes. This felt good. I also had to fabricate and locate the avionics rack on the panel. I ultimately got to the point where I installed most of the instruments and components onto the panel and then installed it on the fuselage. Time to sit in the plane, check out the panel, and make some airplane noises. It will happen for real someday. In the mean time, off comes the panel and instruments so that the panel can be painted and labeled.

Building has once again been a little slow lately. Mid March presented us with a new joy as my son Evan was born. Things get a little intense with a new baby, as most of you probably know. My current situation is that we are getting into the groove with Evan so I’m starting to sneak some build time in. This past weekend I primed the panel and I will put the topcoat on in the next couple of days.

Future plans are to hold off on wiring the panel in favor of going back to fabric work and painting since the weather is once again warm. First up will be putting the tapes on the tail feathers to get them ready for spraying. Then the paint booth will once again go up in the garage and I will finish painting the wings and tail feathers.

Awhile back I was thinking that I might be airborne this summer. It doesn’t look like that now. Once I finish the painting I think the firewall forward assembly will move along pretty well. It’s about time to order the engine (Rotax 912S) so I have it when I need it. And of course, I still have all the panel wiring to do. There is no shortage of work in front of me.

So…I’m hoping for a first flight next summer. In the mean time I’ll just keep chipping away making slow but steady progress. It’s a good thing I enjoy the building process almost as much as doing the flying.

Boy’s & Girl’s Club

(Continued from page 1)

Pat Halligan, and Harvey Havir brought their planes out. We also had guest pilots Al Kupferschmidt (Chapter 54) and Mike Schoen (Chapter 1229). Diana Adamson, the Program Director from the East Side Club, had 35 young people ready to become Young Eagles – and they all did! Split into groups, John Koser ran a ground school for each group as another was up in the air. A little wind action made the flights exciting, but manageable. In just three hours, we cranked out almost three dozen new junior aviators.

Jim Crotty, the Executive Director of the Boys and Girls Clubs in the Twin Cities, had this reaction. “AWESOME! This had to be the high point of the year for all of the kids. What a creative and generous way for people to help kids. I’m sure their self-esteem is about as high as the planes flew! … Thanks for being involved with ANOTHER home run for the Club!”

I think that says it all.
March Chili Feed

Saint Exupery's P-38 Found

A tailpiece of the Lockheed Lightning P-38 plane belonging to Antoine de Saint Exupery and bearing its serial number 2734 L, is displayed during a press conference at an Air Force base in Istres near Marseille, southern France, Friday April 9, 2004. The Air Force confirmed Wednesday that the plane, first spotted by a local diver on the Mediterranean seabed almost two decades ago, belonged to Saint Exupery, the famed aviator and author of the beloved tale 'The Little Prince,' who took off on a World War II spy mission for the Allies and was never seen again. (AP Photo/Claude Paris)
Thank You Letters

Jon,
Thank you so very much for the great event today. The kids were really excited about the flying! It was a big hit. Thank you for being so patient and supportive of the Boys & Girls Clubs of the Twin Cities. We appreciate all that you do. Please let everyone know how much fun the kids had! Thanks Jon and please thank your wife.

Diana Adamson
Program Director
Boys & Girls Clubs of the Twin Cities/East Side

Jon,
Thanks so much for the pictures. We printed one up for Colin's classroom and it's already on the bulletin board. We all had a great day! I wrote up an article about our wonderful time for the teacher to share with the class and hopefully if another time is arranged for the class, more will take advantage of your gracious offer.

Again, thank you. We hope to come again with Daddy!

Karen, Colin and Brian Anderson

Next Young Eagle Event: Saturday, June 5
8 am to noon, free pancakes!
Aircraft Resource Center, Airlake
Volunteers needed—contact:
Jon Cumpton 715-760-0203 jcbroke40@aol.com
John Koser 952-831-5142 jfkoser@ties.k12.mn.us

SBA Urges FAA To Re-examine Air Tour NPRM
The United States Small Business Administration's Office of Advocacy (Advocacy) has come down firmly on the side of sightseeing operators with its official comments filed April 2 regarding the FAA's so-called air tours NPRM (notice of proposed rulemaking). In its comments, SBA's advocacy office recommends that the FAA withdraw the rule and obtain further data on the number of Part 91 and Part 135 operators who would be adversely affected and on the economic impact of the proposed rule on them.
Chapter Events and Fly-Ins

Apr 21 Chapter 25 Meeting
Chapter Hangar at Airlake
6 pm Grill on, bring something
7 pm Meeting (see page 3)

Jun 5 Airlake Airport (LVN)
Pancake Breakfast 8am to noon
Young Eagle Event—FBO

Future meetings 5/19, 6/16, 7/21,
8/18, 9/15, 10/20, 11/17, 12/15

Apr 17 Bloomington, Mn
Aviation Hall of Fame banquet.
Thunderbird (Ramada) Hotel.

Apr 18 St Cloud Mn (STC) 10a-3p
Airport Day, Food/drink/prizes

Apr 23 St Cloud Mn(STC) 7-10p
Hangar dance 320/308-2395

Apr 24 Hibbing Mn (HIB) 11a-3p
Chili Extravagance 218/263-4152

Apr 24-25 Cloquet Mn (COQ) 9a
Annual Swap Meet 218/879-6814

Apr 24 Blaine Mn (ANE) 11a-1p
Anoka Tech campus open
house & chili dogs 763/785-5940

Apr 28-30 Rochester Mn
MN Airport Symposium
Civic Center 651/296-8061

May 7-9 Brainerd Mn
Seaplane Pilots Safety Seminar
Cragun's Resort on East Gull Lake
218/825-2852 Conf: 800/657-3774

May 10-12 La Crosse Wi (LSE)
Wisc. Av Conf 715-358-7373

May 14-16 Kewanee Il (EZI)
Midwest Aeronca Festival

May 22-23 Blaine Mn(ANE)
Discover Aviation Days, RV Fly-in
763/786-5004 715/386-1239

May 28-30 Red Wing Mn (RGK)
Salute to Vets. Education events,
Air show. 612/685-4506

May 29 Two Harbors Mn(TMW)
10-3p Chili & Dogs 218/834-4784

Jun 3 Marshall Mn Veterans fly-in
to Red Baron Museum & Airshow
Contact Dr Stillwell 763/520-5888

Jun 5 Lakeville Mn (LVN) 8a-12p
Pancake bkfst and Young Eagle
flights, Aircraft Resource Center

Jun 5 Amery Wi (AHH) 7a-noon
Fly-In Bkfst 715/268-6899

Jun 6 Albert Lea Mn (AEL)
Fly-In Breakfast 7a-1230p

Jun 6 Reedsburg Wi (CS5) 7a-12p
Fly-In bkfst 608/524-6888

Jun 11-13 Brown's Airport.
Pvt strip. Pork feed Sat at 4 p.m
Call ahead 320/392-5869.

Jun 13 Rush City Mn (ROS)
8a-12p Pancakes 320/358-4743

Jun 13 Redwood Falls Mn (RFW)
8a-12p Fly-in Bkfst 507/637-5891

Jun 13 Fergus Falls Mn (FFM) 7a
Fly-In Breakfast 218/739-3733

Jun 16 Cornell Wi (4T5) 9a-2p
Bkfst Fly-In, Grd opng of air park
Don 800/305-0366

Jun 19 Moose Lake Mn (MZH)
730-11a Fly-In Bkfst 218/485-4441

Jun 20 Stanton Mn (SYN) 7a-12p
Father's Day Bkfst 507/645-4030

Jun 20 Lake Elmo Mn (21D) 8a-1p
Pancakes Hgr #39 651/578-9169

Jun 20 Hutchinson Mn (HCD) 7a
Bkfst, Pork chops 4p 320/587-3802

Jun 20 Pine Creek Mn (48Y) 11a-3p
Border BBQ 218/463-0073

Jun 20 Grygla Mn (3G2) 7a-noon
Fly-In Pancakes 218/459-3436

Jun 26 New Richmond Mn (RNH)
40th Anniv Airshow. Open House
at Jon Cumpton's hangar

Jun 27 Caledonia Mn (CHU)
Fly-in breakfast 730a-noon

Jun 27 Springfield Mn(D42) 7-12p
Fly-in bkfst 507/723-5664

Jun 27 Pine River Mn (WPC)
730-12p Fly-In Bkfst

Jul 2-4 Starbuck Mn (D32)
Heritage Days, firewks Sat 10p

For Sale: PA-20 Throttle Control-$150, Mixture Control-$25, Window Vent Kit -$50, Landing Gear Fairings - $20 for the set. Seaplane Inspection Plates - $1 each
20" X 18" Metal Fabric Stand to practice spraying dope -FREE!
Gary Rosch H 952-440-9130, C 612-251-7992

For Sale: Misc. welding stuff: torch, gauge, extra tips, hose & goggles, $40 or make offer. Ken Hanson 952-920-8031

ON FINAL APRIL 2004