

WINTERMAIL

EAA CHAPTER 25

MINNEAPOLIS / ST PAUL, MN

NOVEMBER 2006

Gary Rene's Celerity



Saturday, November 4th Gary Rene invited chapter members to visit his Celerity project at his home in Savage. Afterwards, Gary agreed to answer a few questions for the newsletter.

How did you decide on the Celerity for your homebuilt project?

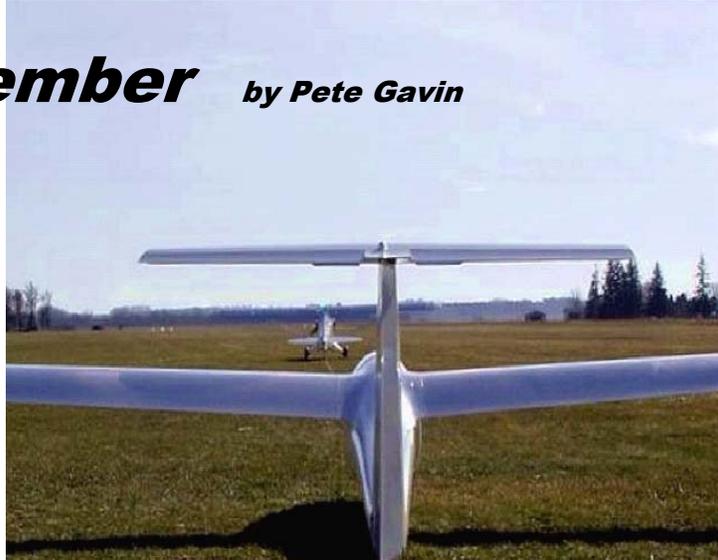
I started looking for something to build back in the 80's. I was even thinking of building a kit-car. Then I saw a replica Corsair in *Mechanix Illustrated*, and that got my attention. I visited Oshkosh several times, and this

Gary Rene, Paul Brown, and Jon Cumpton with Celerity project

(Continued on page 4)

Summer Flying in November *by Pete Gavin*

Last Sunday, thanks to some rare November winds from the south, the temps hit 65 degrees in the Twin Cities. After the cold weather of late, it felt like a lazy summer afternoon and I just couldn't resist the temptation to take the Chief out for some flying. I jumped on my motorcycle and rode over to Fleming Field. I chocked and propped the Chief, then took off to the south. I decided to see what was going on at Stanton, and as I approached the field, I could see the guys from the soaring club were set up on the north end of the (Continued on page 6)



Cleared for Takeoff
Nov meeting, Oct minutes

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Kitfox first flight
B52 Crash Site Monument

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Cleared for Takeoff by Jon Cumpton

I just got back from Gary Rene's house in Savage. Gary was nice enough to pass on hunting this weekend and display his aircraft – a Celerity – for chapter members as the project sits now in his garage. Gary has been working on his project for quite a few years, but his enthusiasm seems as strong as ever. He also has a challenge from Jerry Farrell (building an RV8) to finish their airplanes so they can fly them to Oshkosh in 2008. I expect to be there to take a picture of the two of them!

I am encouraged that there is a continual parade of craftsmen who want to create a machine to take flight. Frequently new members join us because they are embarking on their first airplane project, and want to benefit from a community of experienced builders. And they have come to the right place!

Speaking of taking flight, congratulations to Craig Nelson as his Kitfox went on its first test flight last week (see page 6). Craig reports that everything went quite well, with no real squawks.

On the subject of building skills, Peter Denny and I have discussed having some aircraft construction skills workshops this winter at our meetings at Washburn High School. Peter has a brand new shop filled with equipment, and we have a ready-made group of instructors and students. Stay tuned for more specifics before the end of the year.

By the time you read this you will also have received your membership renewal letter. Dues continue to be a bargain, and we hope you make a minute to update your information for our records. We also have asked you to answer a new question --

The most important reason I belong to Chapter 25 is ? Now I hope we don't get things like "Ron Oehler's barbeque skills" Seriously, folks, we'd like to know that burning reason for belonging to Chapter 25. We think it will help us serve your interests better, and that's important to us. And if it turns out you **do** belong because of Ron's culinary skills, that's OK too.

On the Holiday party front, we will gather at a new and different location this year. Our member Dick Navratil and his wife Joanie have graciously offered to host us at their home in Arden Hills on the afternoon of December 17th. So dust off your favorite holiday recipes and get ready to swap airplane stories over good food and drink. Look for more details early next month. And let's divide responsibility this way: first half of the alphabet bring drink – the second half bring food.

I know you have been asking yourself – What are FAA air traffic controllers really like? Well this month you will have the opportunity to find out – join us on the 15th at the MSP tower. Going into the TRACON control room is like visiting an FAA fraternity house, and they plan to make us honorary members for a couple of hours!



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ON FINAL



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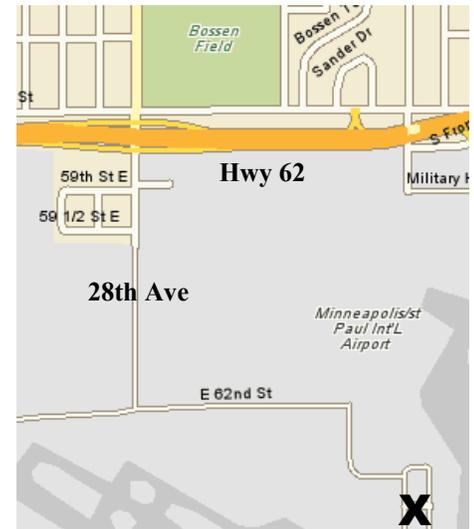
This Month: Wed. Nov 15th— MSP Tower 6:30 pm

We will be meeting at the MSP airport control tower this month

Program: Mark Schreier of MSP Air Traffic Control will be giving us a tour of the Control Tower. We will gather in the parking lot at 6:30 pm, and Mark will escort us inside for a briefing before the tour begins. We will have a short business meeting before the tour.

**Saturday, Nov 18th, 9 am—
Young Eagles flights—Airlake Airport**

Directions to Nov Mtg: Take the Hwy 62 Cross-town to the 28th Ave exit. Proceed south on 28th Ave onto the airport grounds. At the end of 28th Ave, turn left and proceed to the parking lot at the foot of the control tower.



EAA Chapter 25 Meeting Minutes October 18, 2006

Presiding Officer: Jon Cumpton

Location: Chapter Hangar at Airlake

Business meeting discussions

The following guests and new members were introduced:

George Stevenson	Charlie Pinkerton
Bob Chappellear	Greg Burneske
Keith Anderson	

All members are encouraged to wear nametags during chapter events. Email Jon Cumpton if you would like to order a permanent one at a cost of \$5. Dick Navratil won \$10 in the nametag drawing. He generously donated the money back to the chapter.

Please visit EAA25.org for current chapter information. If you have material for posting on the website, please pass it along to Jon Cumpton.

Members are encouraged to sign up with Pete Gavin to get the chapter newsletter via email instead of the USPS. The electronic version is in color and sending it by email saves the chapter approximately \$1 per paper copy sent through the mail.

The Young Eagles Rally on Sept. 30th at New Richmond was a big success with 53 kids flown. John Koser reported that we have a small number of kids lined up for the next YE event on Oct. 21st. We have flown 189 YE to date this year. Call John Koser or Bill Brown if you can help out at the rally.

A treasurer's report was circulated.

The 2006 raffle fundraiser is now over. Net proceeds are estimated at \$2500. Thanks to all that supported the raffle.

We had a good turn out for our annual banquet and everyone enjoyed the evening. Thanks to all who helped make the night a success. We raised \$800 with silent auction items.

Chuck Doyle is now in a nursing home in Apple Valley. Contact his son Brian for additional information.

Ron Oehler is now taking orders for 2007 EAA calendars. You can place your order through the Nov meeting.

We are looking for a long term home to display the Gusty. See a chapter officer if you have ideas. The Gusty's registration number, N55Y, was originally issued to a Howard Mike Racer. The owner of the original Racer who is restoring the plane, would like us to give the N number to him for use on the Racer. Please contact Jon Cumpton with your views on this proposal.

Two lists were circulated during the meeting. One listed all official chapter positions that members have held over the past 50 years. The second listed airplanes built by chapter members, which totals 100+.

Upcoming Events:

Nov Ch. Meeting: Tour of MSP Control Tower
November 4 (10-12 AM): Project visit with Gary Rene who is building a Celerity
December Holiday Party: We are looking for a site. Please contact an officer with any ideas you may have.

Mark Kolesar led a vote for 2007 chapter officers. The 2006 officers were re-elected to their current positions as follows:

President – Jon Cumpton
Vice-President – Andy Hutchinson
Treasurer – Ron Oehler
Secretary – Craig Nelson

2006 chapter awards that could not be distributed at the banquet were presented to chapter members that were in attendance at our meeting.

Members gave project updates.

Program

Don Brown with the FAA talked about the FAA's new team approach to safety programs and its impact on the Wings program.

Submitted by Craig Nelson

Gary's Celerity

(Continued from page 1)

gave me a chance to see different homebuilts. I wanted something fast, but with a low stall speed and good handling characteristics for a relatively low time pilot (I have around 600 hours). Van's RVs are well known for these qualities, but I really wanted to work with wood rather than metal. In 1985 I met Larry Burton at Oshkosh, where he won a workmanship award for his Celerity prototype. The Celerity had all of the flight characteristics I was looking for, and it is basically a wooden airplane with a fiberglass shell. Larry had previously built a Cavalier, and based the Celerity on the Cavalier design, but with the added improvements he was looking for.

Did you make changes to the Celerity design?

I made many changes, but for the most part I stayed with the basic structural design. Larry's design called for a more rounded fuselage, but I thought it looked like a beached whale, so I trimmed down the sides. I also didn't like the look of the tail cone, with the fin and rudder positioned so high above the horizontal stabilizer. So I chopped off the tail cone, and lowered the fin and rudder for a more streamlined look.

I also replaced the retractable gear with the simpler fixed gear design as used with the Cavalier. I chose the aluminum main gear from Grove to save 25 lbs. in weight over the spring steel design, although the aluminum will be more rigid.

I changed the canopy to the fore-and-aft sliding canopy used with the RV6, and modified the turtledeck to match the canopy. I also chose the tailwheel used with the RV6.

For the engine, I chose the Lycoming O-360 from Aerosport



A wooden airplane with a fiberglass shell—in this photo, you can see the extent of the wood frame in this design, and the high quality of Gary's workmanship.

in Vancouver. I lengthened the cowling a couple inches for the shape I wanted, and installed a 2 1/4" spacer to get the clearance I needed for the prop. I chose the P-tip prop from Prince Aircraft – it is a wooden prop covered with composite material. The curved ends of the prop are unusual; they are designed to make it a bit more efficient. It is fixed pitch rather than constant speed, but I'm told that the materials will flex at cruise rpms to provide some of the constant speed effect.

So all in all, this is a fairly conventional design, but with the combination of changes I've made this will be one of a kind. There are actually three Celerities flying now, but each would be somewhat different from mine.

What kind of speeds are you expecting with this design?

I've intentionally kept the design light, and I've been careful not to load up on the epoxy. Empty weight is now around 860 lbs, and will probably come in around 900 with paint etc. With the engine and prop I've chosen, I believe it will cruise around 190 mph. Stall



Note the fixed aluminum landing gear and the fore & aft sliding canopy



Gary's new design, without the tail cone, and with the lower fin and rudder

(Continued on page 5)

Celerity *(Continued from page 4)*



The wood and composite P-tip prop



Instrument panel with glass display

should be about 55 with full flaps.

Why did you choose a tailwheel vs. tricycle gear?

This goes back a ways. I was raised in Pembina, ND in a farming community where there was a lot of cropdusting activity. In those days (before GPS), they needed flaggers to stand at the edge of the field and move over so many feet with each sweep of the aircraft. This enabled the pilot to keep his place on the field without overlaps or misses. When I about 15 or 16, I took flagging jobs to pay for flight instruction. I learned to fly in a PA-11 cub, and moved on to Cessna 140s and 170s – all tailwheels. I logged about 200 hours by the time I entered dental school. So I'm very comfortable with the tailwheels, and that's what I wanted in my homebuilt. It was later that I transitioned to a Cherokee 235, and later a Mooney. So the Celerity combines the things I like best in all of those.

Have you set a timetable for completing the project?



Main Spar

Not yet, there is still too much to do. And after its finished, I still have those 40 hours to fly off in a restricted test area. It would be nice to be able to fly it to Oshkosh in 2008, but who knows?

Any thoughts on a paint scheme yet?

If I could do a really top quality finish, I would like to use red. But more realistically, I will probably go with gray, maroon, and black stripes on a white background.

You've chosen a cross-country design. Any special destinations in mind?

I have relatives in Montana and Colorado that I visit regularly, so those would be frequent destinations. I have very fond memories of landing on the buttes in Montana when I had the Cherokee 235, and I would like to do that again. I would also love to fly out to Wickenburg Ranch in Arizona, where my wife and I like to vacation and ride horses. And of course, Oshkosh!



Fiberglass fuel tanks, now embedded in wings

Summer Flying

(from page 1)

field. I took extra care entering the pattern, keeping an eye out for sailplanes, landed on 18 and taxied back to visit with the crew.

As we were talking, a sailplane came in to land, and out jumped Lou Martin, a good friend from Chapter 25. I knew Lou had been involved in just about every aspect of flying, but somehow I had never pictured him in a sailplane. We talked for a few minutes, and when he heard that I had never flown in a sailplane, he immediately insisted that I go up with him. He didn't have to ask twice.

I strapped into the front seat, Lou climbed into the back, and the Supercub lined up while the ground crew hooked us up. Lou signaled thumbs up and the tow plane tightened the rope. Forefinger up for wings level, wagging of rudders, and the tow plane pilot gave it full throttle. A short surge forward and we were airborne, keeping it low to the ground while the Supercub gathered speed and began its climb-out. Lou pointed out the landing field we would use up to 200' if needed; after that we would have enough altitude to make the airfield. He demonstrated the rough air from the towplane's propwash when flying too low, and gave me the controls, instructing me to keep the towplane on the horizon and my nose on the towplane's tail. A slow climb to 4000' while Lou corrected my over-controlling and taught me the light touch needed to keep the sailplane in position.

Lou had me pull the release, and the yellow tow rope snapped forward and away. We banked to the right while the towplane banked left. Lou demonstrated some steep turns in various attitudes, generating some g-forces beyond what I'm used to in the Chief. I then did some practice stalls and 45 deg bank turns. We searched for rising air, but found only a couple of mild bumps, not enough to help much with altitude. We cruised around south of the field, keeping the airspeed just above stall. The only sound was the wind, and conversing in a natural voice without headsets was a special experience.

I was too overwhelmed to measure the time, but it seemed to stand still as we floated over the fields. We finally sank below 2000 msl, and

Kitfox First Flight

from Craig Nelson



Experimental Kitfox N488SC completed it's first flight today. Test pilot and fellow Kifox builder Eric Broderson (in the attached picture) reports she flies great...smooth with well balanced controls. The only squawk was that coolant and oil temps were a little low because of the cool weather. I will need to block off part of the radiator and oil cooler.

It will be my turn as soon as I get my required insurance dual in with Eric in his plane.

Thanks to all who have supported me during the 6 1/2 year build process.

Craig

Lou already had us positioned near the field. We entered a crosswind for runway 18 around 900' AGL, and Lou used the speed brakes to take us down to around 500' as we drew abeam the threshold. We turned short final around 300', and more speedbrakes brought us down to the runway just over the fence. A soft landing and a short rollout, and we were done. What a thrill!

One of the real surprises for me was the sense of buoyancy in a sailplane. Based on my powered flying experience, I expected to have a sense of constant sinking, with a felt need to get back to the airport before hitting the ground. Instead, it was more of a floating experience, almost as though we were not sinking at all. As we turned short final around 300' AGL, rather than worrying about making the runway, I was worrying how on earth we would be able to get down in time to avoid overrunning it! Now I understand what speedbrakes are for, and how they can pinpoint those landings every time. Lou is a master at flying these elegant birds, and a great instructor as well.

As I climbed out over the field to head home in the Chief, watching the crew below line up for another flight, I just felt so blessed for our freedom to fly, and for the many friends who share the love of flying. Thanks Lou, for a very special experience.



B52 Crash Monument



Ten years after Noel Allard and Jake Ebertz made a proposal to the City of Inver Grove Heights to erect a monument to seven airmen who were killed in a 1958 B-52 bomber crash in that area, the City has finished a memorial site that includes a parking area and a very nicely landscaped memorial spot on which the stone monument rests. Allard and Ebertz designed and produced the bronze plaque attached to the stone and presided at its dedication in 2003. The stone had been resting in front of the Fleming Field Terminal building for the last three years, but now is permanently set in its appropriate position overlooking the crash site off Broderick Boulevard and Brooks Avenue just southeast of Highway 52 and 80th Street in Inver Grove Heights. The monument memorializes the airmen who lost their lives on a Cold War training mission, as well as the single crewman who survived and the family on whose farm the plane crashed, burning and traumatizing them all.

Noel Allard

An airline pilot wrote that on this particular flight he had hammered his ship into the runway really hard. The airline had a policy which required the first officer to stand at the door while the passengers exited, smile, and give them a "Thanks for flying our airline." He said that, in light of his bad landing, he had a hard time looking the passengers in the eye, thinking that someone would have a smart comment. Finally everyone had gotten off except for a little old lady walking with a cane. She said, "Sir, do you mind if I ask you a question?" "Why, no, Ma'am," said the pilot. "What is it?" The little old lady said, "Did we land, or were we shot down?"

Order your 2007 EAA Calendars

This is the last call to order your EAA 2007 Calendars. The order will be placed after this month's meeting. Please see Ron Oehler at the meeting if interested or send me a check for \$10 per calendar. My address is at bottom of page 2

ON FINAL NOVEMBER 2006



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Chapter Events and Fly-Ins

Nov 15th Ch 25 Meeting 6:30 pm
Tour of MSP Control Tower
See page 3 for map & directions

Nov 18th Young Eagles (LVN)

Dec 17th Ch. 25 Christmas Party

Future meetings 1/17, 2/21, 3/21,
4/18, 5/16, 6/20, 7/18, 8/15, 9/19

Nov 18 Cambridge Mn (CBG) 9a-5p
Annual chili feed and toy drive for kids
hospitalized over the holidays.

Brenna Matthies 763-552-4359

Dec 2 Cottage Grove Wi (87Y) 11a-2p

Blackhawk Airport Chili Feed

Jim Falk 608/849-7765

zlflyer2@yahoo.com

Dec 2 Faribault Mn (FBL)

Tree of hope toys for hospitalized
kids. Free chili and refreshments
for pilots who fly in toys.

Dec 2 Superior Wi (SUV) am
Collection for Tree of Hope. Items also
taken at hangar on Dec 9.
715/287-4205

Feb 11 Mondovi Wi (pvt) 10a-12p

WinterFly-In, Log Cabin Airport
Chili/hotdogs at noon. Doug Ward,
Owner/Operator

Mar 26-27 Bloomington, MN

Sheraton Bloomington Hotel.
2007 Aviation Maintenance Conference.
Janese Thatcher, 651/297-7652

Apr 11-17 Alexandria Mn

Arrowwood Resort
MCOA Airport Symposium

May 5-7 East Gull Lake, Mn

MN Seaplane Pilots Assn Safety
Seminar at Cragun's Resort

Jul 23-29 Oshkosh Wi

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Stuff for Sale/Wanted

For Sale: Homebuilt two place tandem. open cockpit, hi wing, 64TT, Eng. 0235C 1035TT Plane garaged 10 yrs Bldr deceased (see photo p. 7) \$20,000 Starduster II fuselage & empenage \$1800

Amphibian, single place hull/fuselage modified Cub wings \$1800

Alum 6061T6 tubing 1.175"OD, .025 wall, 12 1/2' long, about 60 lengths
6 RC models, gas & electric engines, controls etc.

Pair of J-3 ailerons, J-3 fin, motor mount, pair of skis, radio, Lyc o'haul man.
Vivian Christianson vivchristi@gmail.com 763-559-2783

For Sale: RV-6/6A project in Burnsville—pre-punched empennage and wing kits are complete. Right wing is jigged with the skeleton and main skins cleoed in place. All parts primed. Includes elec trim, wing lndg lts and AOA kit. \$5000 for all, but am on furlough from Mesaba and willing to negotiate.
Chad Tarara ctarara@comcast.net 952-956-4614

Wanted: I am working almost daily on my Fisher project. Down the road I will need some instruments. This will be a VFR setup. Engine will be a Subaru. Let me know if you have something I might be able to use. Contact philschaffer@peoplepc.com

For sale: 1/4 share in 1958 C172 N8564B for \$7000. Located Crystal in CAP hanger. Dues \$40 per mo. Fly time \$25 plus fuel. Contact Earl Jensen, Lake Flying Club, 952-935-4306 or EMJMNTX@AOL.COM.

For Sale: 1/10 share in Wally's Flyers J-3 Cub "N25WF"—\$3,150—includes hangar on southwest side of MIC Airport—vintage flying at a very low rate. Contact Peter Denny 763-529-5325

For Sale: 2 Continental IO-470L engines with accessories, TT1550 Right & left. Call Dan 612/991-6392.

For Rent: Hangar space at Crystal Airport \$85/mo.
Darrell Pearson 952-927-9471 wabedo50@yahoo.com

For Sale: 1989 Kolb Twin Star, open cockpit side by side 2 place, 503 Rotax, Warp Drive Prop, \$10.5K, 612-978-6099.

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