



# FLEMING FLYER

FFAA Meeting – Tuesday February 5, 2013  
Potluck @ 6 pm - meeting and program (CAF Presentation)

## FFAA Elected Officers

### **President**

Mike Bergeson  
651-336-6914  
msbergeso@hotmail.com

### **Vice-President**

Greg Struve  
651-690-5326  
mgstruve@msn.com

### **Secretary**

Jim Hancock

### **Treasurer/Membership**

Robyn Shear  
952-431-1765  
Contact Robyn for FFAA membership application or renewal

## Appointed Positions

### **Activities**

Greg Bauer  
Mike Carver

### **Newsletter Editor**

Kirk Lindberg  
dd@visi.com

### **Airport Manager**

Glenn Burke  
651-554-3350

## 2013 Calendar

3<sup>rd</sup> Tuesday each month – EAA 1229

2/3 – Breakfast at terminal

2/5 – FFAA meeting

3/28 – FFAA/EAA Mancinni dinner

4/2 – FFAA meeting

5/19 – EAA pancake breakfast

6/4 – FFAA meeting

8/6 – FFAA meeting

9/8 – EAA pancake breakfast

10/6 – FFAA meeting

12/3 – FFAAA meeting

## **President's Pen**

by Mike Bergeson

Most of you know that I am building a Pietenpol. What most of you don't know is that the Pietenpol is not my first endeavor at building an airplane that I could fly across the world. We all remember Snoopy soaring through the air chasing the Red Baron through the hostile skies of WW I Germany with his dog house Sopwith Camel. What an inspiration that was for a 5 year old farm boy! If Snoopy could do it, I could.



The first airplane I built was my own design. It was a rather primitive design that did not have brakes or a lot of comfort features. Unlike Snoopy's Sopwith Camel biplane, my plane would be a high wing mono-plane. It sounds kind of like a Piet, doesn't it?

That first endeavor in aircraft construction was an effort in scrounging. The fuselage was constructed of wood. The fuselage was previously used for another purpose, but we did not have a dog at the time and it suited my needs. It was an open cockpit design, with a large cargo area in the interior. Only minor modifications were needed to make the fuselage usable for my project.

I was able to scavenge enough wood to build the wings and tail surfaces. A couple of 1X12s made a dandy set of wings. The wings were attached firmly to the fuselage with about 150 long roofing nails. The wing attachment process taught me a valuable lesson. After you hit your thumb with the hammer, do not, under any circumstance, try holding the nails with your toes. It is amazing what building your first airplane will teach you!

The wheels for the landing gear were appropriated from an old wagon. A large spike slid through the wheel hub and driven into the side of the fuselage was the landing gear. The spike would be more than adequate for an axle that would support many hard off field landings.

I found an old engine that fit the needs and cost requirements. It was lying in a corner of the big garage just south of the house. The engine was an old Briggs and Stratton single cylinder job that had seen better days running a small grain auger. I fashioned an engine mount out of a couple of small pieces of wood nailed securely to the fuselage. I attached the engine to the mounts with a few more

(...continued)

long roofing nails. About 4 roofing nails per hole in each mounting lug seemed adequate. It is important to bend the nails over on the bottom side to achieve maximum strength.

I found a piece of 1X4 to use as a propeller. I mounted the propeller to the pulley on the crankshaft using baling wire. Baling wire was always in abundant supply on the farm. And with an abundant supply, I did not skimp on the quantity holding my propeller tightly to my airplane. My only trouble was I could not get the propeller tight enough to turn the engine over. So I added more baling wire, and more, and more, all to no avail. The propeller mounting would have to do. There was only so much room for baling wire when mounting a propeller in this fashion.

After what seemed like forever, probably two or three days, my flying machine was complete. I climbed up into the cockpit, started the engine and soared into the air for the first flight. I sprayed fields, looped, and rolled on that flight. Never before or since has an aircraft performed so flawlessly on the first flight. The joy of homebuilding an airplane was firmly entrenched. I was hooked!

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#### Tech Notes – Kirk Lindberg

The question isn't if the hard disk in your computer will fail, but when. For those of you who like to keep computers longer than 3 – 4 years, your odds of failure increase significantly. While this isn't directly related to flying, many of us use our computers for flying related activities and store lots of other important information (emails, contacts, financials, photos, videos, music, etc.) on our computers that if lost would be inconvenient at best, or disastrous at worst.

One of our regular morning coffee attendees at the terminal, who shall remain unnamed, recently had an unrecoverable hard disk failure. Fortunately, Best Buy had a direct replacement, but the last backup of his data was almost two years ago. Everything stored on the computer in the last two years was lost. We installed the new hard drive, reloaded the operating system, reloaded all the applications, and restored what data we could from the two year old backup. Lesson learned - backup your data regularly using some kind of automated backup program that can back up your data to either an external hard drive or to service in "the cloud" on a daily basis. (...continued)

Crashplan ([www.crashplan.com](http://www.crashplan.com)) is a program I've used (available for Windows and Macs) that allows you to either backup to a local USB drive, another computer on your home network, a friend's computer on the internet (they

have to have the software installed also), or the company's cloud service. The software is free and you only pay a subscription fee if you use their storage services or want advanced program features. I also recommend a system image backup once or twice a year. The system image is a snap shot in time of your entire hard drive and will restore your computer to exactly the same state it was in when the system image was made, so that if you do have a hard drive failure you don't have to reinstall everything from scratch. For Windows users, Windows Backup does this reasonably well. I also recommend that you keep a separate backup stored in a different location (this is where the cloud services come in handy) in case your house is looted, and they take your computer and the backup drive.

If you use an iPad (or iPhone), I suggest connecting to iTunes once in a while to back up everything on your iPad/iPhone to your computer (note: your automated backup will then backup your iPad/iPhone data on your computer to your external drive). While there aren't any moving parts, there can be failures of electronic devices as well, and you wouldn't want to lose the irreplaceable pictures, videos, etc. on your iPad/iPhone. Same goes for other Smart Phones, make sure you backup photos or other irreplaceable information in case the phone is lost or damaged.

Hmmm, aren't these devices supposed to make our lives easier??

Footnote: Shortly after the data was recovered from the external backup drive on our friend's computer, the backup drive failed.....

### FFAA Meeting Minutes --- No January 2013 meeting

## Fleming Fly Market

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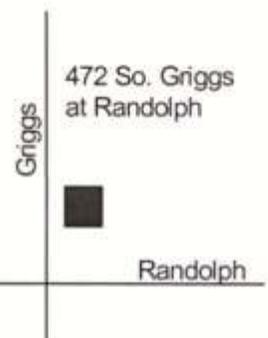
Hangars at Fleming Field for rent or sale. Greg at 612-709-9646.

### WANTED - none

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**Airport Manager's Corner**  
**February 2013**

**No February Report Available**

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