



The Beacon

The newsletter of Chapter 54
Lake Elmo, Minn.

AUGUST 2008

AUGUST 2008

THIS MONTH'S PROGRAM WILL BE ON
MONDAY AUGUST 11, 2008.

- SOCIAL HOUR STARTING AT 7:00PM.
- MEETING AT 7:30PM. CHAPTER HOUSE, ENTRANCE B, LAKE ELMO AIRPORT.
- AT THE NEXT CHAPTER MEETING:
- CHAPTER MEMBERS WILL BE BRINGING PICTURES AND DISCUSSING WHAT THEY SAW AT AIRVENTURE THIS YEAR.

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Chapter Helps Make a Wish Come True

Complied by the Editor



While waiting for the Young Eagles event to start, a young woman walked up to a few pilots at the club house. You could tell by the look on her face that she was sad. She was sent over from the F.B.O. on the other side of the airport. She was looking for a ride for her 5 year old son. They had applied to the Make A Wish Foundation for a ride in an airplane but had been turned down because the boy had survived cancer. When she came to the Young Eagle program she found out it was for 8-17 year olds. She was crushed thinking she was not going to succeed in getting her boy's wish. Then she produced the letter from the Foundation turning her down saying it was only for those who are terminally ill and she was so disappointed to find out about the event age limit too that she began to cry. But Al Kupferschmidt was close by and heard her sad tale. His reply to her was, "I see no problem here, so come on and we will go for a ride right now." He tucked him into his Citabria and up they went. The child was delighted and the words from him at landing were, "This is cool!" Mom gave Al a big hug and the child was handed a certificate for his bedroom wall and the rest of the event went on. Both went away as happy campers.

Another good deed by Chapter 54 Members!!

Editors note: When I heard about this story it was from one of our newest members, Gordon, I believe his name was. He was over at Valters and saw her plight and told her where to go to see if she could get him a ride at our event. Then later on in talking with Sharon Marr, she told me how she was talking to the mom after Al took him up. Sharon mentioned Al's wife Rae and all the miracles surrounding their life and the lady could not believe all that was happening. So precious for both families!



FROM THE FLIGHT DECK (PRESIDENTS REPORT)

BY DALE SEITZER

This coming Saturday is our next Young Eagles event. Dave Becker and all the volunteers do a great job with the kids and their families. Every member should stop in to see the event and share in the excitement—even if you just watch. Next time, you too can volunteer.

I have received many calls from members offering to volunteer for the Fly In and Pancake Breakfast Saturday September 6. Almost all of the positions have been filled. Volunteering is a great way to give back to the club and community and meet other members. There is a new opportunity this year because we are partnering with the City of Lake Elmo Fall Festival—the club has a space reserved in the Fall Festival Parade at Noon on September 6 – Contact Bettie Seitzer if you have some creative ideas or want to help. We will be selling advertising space on a placemat as a new fundraiser for the Pancake Breakfast and Fly in. This is a great opportunity for your company or friends of flying to advertise to 500-800 people from the Stillwater and Lake Elmo Areas.

There have been some changes to the plans for an addition to the club house so an open meeting is scheduled for Saturday August 16 from 10 – 12 Noon. Everyone interested is invited. We will be considering some additional plans including but not limited to the option of renting hangar space for storage, exterior maintenance or even no change. There are at least 2 building addition options including expanding to the West or the East. We will also consider the use and requirements of the clubhouse – we want to make changes that will have the greatest impact on usefulness and economy. The Board of Directors has already approved \$10,000 for the addition and we still have about \$4,000 in our bank account.

Bettie and I just got back from Oshkosh and we can report fewer planes flying in, staying for a shorter amount of time but larger public attendance, fewer vendors in the Fly mart and more foreigners spending lots of money on avionics, equipment and supplies. Everyone should attend at least once -- it is fun and quite the spectacular event.

We need to start planning for elections this fall – I will appoint a Nomination Committee to identify candidates for the positions opening next year. Contact me if you are interested in taking your turn helping lead the club.

Friday August 15 is the next chapter barbeque and potluck. It starts at 6 PM – bring a dish to cook on the grill and a dish to share. This is a fun family event where members can talk aviation and other topics too.

I will be selecting a Nominating Committee to select candidates for our open positions. We are in need of 3 Board member positions for the elections in October. This is a great opportunity to share your insight and contribute to the club. In a small club like ours, everyone should take their turns in leadership positions. When everyone pulls together we can create great things. Board members are involved with the decision making process, business strategy and planning. Contact me if you are interested in the nominating committee or the Board position.

EAA is a social organization of people who like aviation. There is room for everyone and opportunities for everyone. My job is to implement what the Board of Directors want. I also work to help everyone work together, motivate volunteers and recognize contributions of our officers and members.

Speaker Notes
July 14, 2008
Submitted by Bettie Seitzer

Johan Nielsen – Helicopter Builder

His helicopter is a RotorWay project. In 2004 he saw the chopper on his trip to Oshkosh, and realized that he would have to build his own. He considered several options; some were rejected because the machine was less than reliable, others because the company did not have enough history to stand behind the machine. His wife was interested in flying with him so the final design had to be a two-seater.

RotorWay is a company with a long enough history to prove themselves, the machine has good performance and a good engine. Although it is a small helicopter it does offer a reasonable useable weight. Johan is tall and will make some adjustments to accommodate his height.

He went to Chandler, Arizona to test fly a machine before signing the contracts. When he came back, his first project was to build a work area in his garage and made it comfortable for him. The kit comes in 8 crates! The kit is award winning, well packaged, complete; parts are shrink wrapped onto cards in appropriate groupings making inventory management easy. The instructions are organized so that the builder collects specific parts cards for each segment of the construction. A builder has the option of buying in parts or all at once. There was an Air Venture discount for buying the entire kit.

The frame is chrome-molly steel. Learning to drill that material was an important step in the learning process. The tail boom has significant pre-construction that makes it easier. There is also significant structural strength to the design. The fiberglass body panels are pre-formed and fit onto the frame.

RotorWay provides the engine that comes with the kit; it has been pre-tested and tuned prior to shipment, making sure that it is ready for installation. The tail rotor is belt driven, making it very simple to pre-flight and repair when necessary. This is in place of a gear box which is provided on some of the newer models.

Controls the cyclic control controls forward and aft. The collective control controls the up and down movement of the aircraft. The cables are push/pull.

Flying requires small adjustments with feet to manage the cyclic control

All of the instruments are included in the kit. The company will pre-cut the panel or send it blank so that you can set it up according to your preference. FADEC control is included: **Fully Automated Digital Engine Control**, the engine is controlled by the computer with a redundant system. Additional instruments will provide detail about engine situations. Wiring harnesses are provided with the kit along with detail schematics for installation. Avionics and lights are not included. Radio and nav lights can be added easily but do require that the builder select the equipment they want and design the wiring schematic needed for installation. MicroAir avionics is a popular choice.

Main rotor blades are time consuming and a very critical part of the build. The blades must be identical so that they both move through exactly the same plane of rotation. Without that balance there will be excessive vibration during flight, more at higher RPMs.

The blades were painted at Johnson's Body Shop in Hudson, they have done some aircraft painting. Johan was very pleased with their work on the rotors and will be asking them to do the remainder of the painted needed.

Johan has tested the engine and the electrical and everything is working as designed! Another RotorWay Builder helped conduct the first tests.

The build is primarily assembly, there is not a lot of fabrication. Johan recommends celebrating each accomplishment along the way; it is a long process and requires dedication and keeping on task.

Next steps will be: Airworthiness certificate, first flight, celebrate, lessons and break-in, final tweaking of body panels and paint, flying!

Website: <http://www.the-fbo.com>

Email: johan@the-fbo.com

See next page for comments by the builder!

Comments from Rotorway builder Johan Nielsen



The top 10 things that kept me motivated to complete my home built helicopter:

10 - Celebrate the incremental accomplishments. It's important to reward yourself for completing incremental milestones in a build. Being solely focused on the completed, flying aircraft as the only real milestone will make your build a very long journey.

9 - Regardless of what you're building, you're not alone. It is likely that many have built an aircraft just like your before you. Leverage this knowledge via forums on the Internet. Connecting with other builders will motivate you and will likely be a great resource for some of the best guidance and information.

8 - Make sure the hangar or workshop where you build your aircraft is comfortable and has the amenities to make it a place where you want to spend a lot of time. We often spend a lot of money building that really nice bar in the basement or that perfect home theater room above the garage. Treat your hangar or workshop the same way. Install a heater and air conditioner. Put a couch or comfortable chairs in the hangar. Bring in high-speed internet and cable or satellite TV. A microwave and fridge can make the workshop feel like home. In my case, a substantial sound system was a must.

7 - Become a member of your local EAA chapter. You will likely find someone that at one point had the same questions as you and now they're armed with the answers to many of your questions. This is especially true if you are a first time builder.

6 - Show off your work. Even if it is only partially done. Bring your work to air shows. It is amazing how energizing it can be to see others interested in your project. Showing off your work helps in a couple of ways; first of all, good or bad you build expectations that you will be further along next time these spectators see you project. You will also be motivated by the fact that most people will think your project is very cool. You will often hear people say, "I could never do this" or "I would never have the patience to build something like this."

5 - Attend EAA Air Venture. You will see hundreds of examples of projects like yours that have been completed and are flying. Air Venture is also a great place to get ideas of how to do some part of your build or perhaps how to improve some aspect of your aircraft.

4 - Let others help only to the extent of your comfort level. Personally, I wanted to do everything myself. I only asked for help if I physically couldn't complete some part of the build. Examples are installing the engine or in my case the tail boom.

3 - Consider not having a completion date. Our lives and jobs can be very demanding and often present deadlines that are not flexible. I suggest not imposing that kind of rigidity on your build project. If you have strict deadlines and they're not met you may be disappointed and discouraged. Enjoy the journey of the build and the project will be complete perhaps sooner than you want.

2 - Blog your build. There are many ways to share your experience via the web. You will be surprised how many people will appreciate the information. It is also a great way to track your build and share the experience with others.

1 - Jump into your partially completed aircraft and sit in the pilot seat and make airplane (helicopter) noises. Yep, it sounds a little crazy but there is nothing wrong with imaging yourself flying in your airplane or helicopter. The first couple of times you get caught sitting in the seat making engine noises can be a little embarrassing but I assure you with a little repetition, everyone gets used to it.

Weekend in the Ozarks

By Hugh Sontag

Over the winter, the flying bug was getting under my skin, so I started a list of fun places to fly. One of the places I found in my Internet search was Byrd's Campground near Ozark, Arkansas. It has a grass runway at the campground, and rustic camping facilities. I thought it might make a good fit for my Titan Tornado, which does very well in and out of short grass runways. I camp every year at Oshkosh, so I'm no stranger to roughing it with a tent and sleeping bag. I had been noticing ads for residential airparks in various magazines, and it happens that some of them are in the same general area. I decided to visit a couple while I was there. It's always more fun to have some places to go in mind, and better if they're accessible by small airplane.

So I hatched a plan for a weekend trip to the Ozarks the third week of May. I've always heard it's a pretty place. My parents took me to Lake of the Ozarks in Missouri when I was 10. I thought it would be fun to see. I happened upon Byrd's by seeing an ad for a PPC fly-in last year. In conversation with Zen Boulden, the organizer of the fly-in, he mentioned that the weekend I was thinking of visiting, there was a fly-in at Etna, AR. Etna is so small that I had to work to find it on a map. The airport at Etna, although it hosts a dozen hangars and as many airplanes, isn't on the sectional. And I didn't find a single reference to the fly-in on the Internet. I did have the telephone number of the organizer, and his wife gave me the GPS co-ordinates of the runway. Well, why not go and see? These trips aren't adventures if you know what will happen before you leave. A week before I planned to leave, AccuWeather claimed that it would be cloudy and cold with occasional rain all weekend, with temps in the 50's. Not very much fun when camping. I decided at that point I wouldn't go. Five days before my anticipated launch date, AccuWeather changed its mind and started predicting highs in the 70's and much less cloud cover. I changed my mind, too, and decided to go.

I lifted off from the runway at New Richmond about 9:30 AM, headed to Des Moines. A small airport, Y76, was supposed to have mogas, which is better for my 912. As it turns out, I met two gentlemen of advanced years sitting by the gas pump, discussing that it was about time to go get some lunch. We had a nice chat and they helped me get filled up. They mentioned that they're "normally around", but it was clear that I was lucky to have run into them. If someone isn't there, the gas pump is locked up. On to 3EX, near Kansas City. No gas there, deserted. Quite a few aging planes partially protected by hangars without doors. Another field just 6 miles away (GPH) is also supposed to have mogas. Indeed, GPH does have mogas. They tell me that there hasn't been gas at 3EX for a year and a half. Funny, AOPA thought they had gas. Filled up again, I head for Fayetteville, where I will get gas one more time before heading to the campground. The FBO at Fayetteville is called "Millionaire". It's really swanky, but the person filling my Tornado went out of his way to be friendly and helpful. I went to find something to eat in the courtesy car, which was a brand-new BMW.

It's about 7:20 when I land at Byrds. There appear to be two airstrips, one shorter than the other.

Both are in a valley surrounded by 400-foot bluffs. I decide to use the one that corresponds to my GPS, and land without a problem. Later, I paced it off, and it's 1900 feet long, about twice what my Tornado needs. I used Google Earth to see a picture of the place before I left, and although it gets you the co-ordinates, it's not the same as seeing it. As the sun set, I walked to the



campground main office and signed in. The place is ancient. Rustic to say the least, but they have a runway. In the morning, I preflight the airplane and head for the Etna fly-in. It turns out to be quite the event, with lots of people attending from the surrounding area. They had introductory flights in a Cessna 150, a large helicopter on display, and every hangar was open, many with projects in them. "Breakfast" was really lunch, too, and I ate a lot, knowing that I might not have much more the rest of the day. I visited with everyone and toured the hangars. One had an almost-finished Zodiac XL in it, and a couple others included a residence. It was sunny and warm, with a light breeze. AccuWeather isn't always terribly accurate!

Early afternoon, I hopped in my plane and headed to my next destination. I thought I'd visit Holley Mountain, a residential airpark about 70 miles away. I had quite a tailwind, so I knew I'd need patience when I headed home. The Holley Mountain airpark is very well laid out, with a lot of residences completed. There are ambitious plans for many more



lots. The place has a very "open campus" feel, with lots of grass and wonderful views of the area. The Ozarks were a level plain now at 3000' MSL that was eroded into "mountains" over the geologic ages. There are lots of gullies and low-lying land, but most of the tops of the "mountains" are flat, great for runways. After a walking tour of Holley Mountain, I flew to Clinton a few miles away to get fuel. My trip

back to Byrd's was slow, with a ground speed of about 85. I knew it would be.

Sunday, I packed everything back into the airplane and left for PLK. I knew I'd need gas after I visited "Perfect Landing", another residential airpark. With plenty of gas once again, off to "Someday Ranch" (MU24), the temporary "airstrip" at Perfect Landing. It was really a gravel road, with a big tree not too far from the edge of the road. A Cessna 172 had gotten in and out of there, so I was sure I could, too. It could have been flatter. After coming in a little too fast over the 50-foot trees, I landed for a moment, was airborne again, then stood on the brakes to get stopped in what remained of the clear area, before I went down the hill into the trees. I was greeted by Will Grindley, a character in his 80's. Will built his ranch house almost completely by himself, and it's impressive. It's 160 feet long, two floors, and mostly concrete, steel and glass. Visiting Will is a story in itself. His existing private strip allows the developers, Tammy and Dan Warner, to "modify" it into a 5000-foot runway which is intended for everything up to an including business jets. The rock they'll blast and move is incredible. I must say, they have big plans, including a conference center, houses along the runway and elsewhere, an equestrian stable, and boating on Bull Shoals Lake below. I didn't buy a lot, though.

Homeward bound. I stopped at GPH to get more mogas. Running out of daylight, I needed to figure out where I would spend the night. Prior to leaving I'd looked up airports with "camping on field". The one furthest along my route home, and which I could make before sunset, was Algona, Iowa. I was always curious what "camping on field" meant. Did they provide a designated camping spot? Was there water, or a place to pee? When I arrived, the sun was soon to set. It was Sunday evening, there was no one at the airport, and the main building was unlocked. The building had a flight planning room with computer, a conference room, another room with a huge sectional couch and a very clean bathroom. I parked my plane on a patch of grass at the end of a row of hangars and set up my tent. After dark, as I was getting my sleeping bag ready, a police car drove through. It shined a powerful searchlight on me as it rolled by. I was surprised when it continued on without stopping. I'd passed the test, apparently. The next morning, I learned from the guy at the FBO that the whole "camping on field" thing was completely unstructured. It meant that sometimes, someone camped at the airfield, and no one thought much about it. It doesn't happen very often, and no one worries about it. After brushing my teeth and after having bread with peanut butter and jelly for breakfast, I completed my trip in good weather, arriving back at New Richmond around 10 AM.

It was indeed a real flying adventure, with many new sights and interesting people along the way.



On the way home!

Local Events and Fly-Ins

Compiled by Paul Hove and other Chapter 54 Members

A u g u s t

August 9 2008, 10:00 to 14:00, EAA Chapter 1221 10th Anniversary & Fly-In, Cloquet Airport, (KCOQ), Free eats - burgers & brats

August 9 2008, to , Fly Iowa 2008 at Storm Lake IA, www.flyiowa.org, Storm Lake Municipal Airport, (KSLB), Plans are being made for Storm Lake (KSLB) to host Fly Iowa 2008 on August 9 and 10, 2008. The program will likely draw together wings, wheels, and water and have something to appeal to everyone. Fly-in, drive-in breakfasts on Saturday and Sunday mornings, Aerobatic air shows Saturday and Sunday afternoons, Barbecue Extravaganza for Saturday evening, Displays and exhibits, Food and concessions., Event Director, 3 1 9 - 3 7 3 - 3 9 7 1

August 9 2008, to , Rice Lake WI Fly-In, Rice Lake Regional, (KRPD), Jerry Stites, 715-651-6878,

August 9 2008, 7:00 to 16:00, EAA Chapter 913's Wheels & Wings 2008, www.atoztrading.com/8d1.html, New Holstein Airport,(), Saturday, August 9, 2008 7:00am - 3:00pm 4th Annual Wheels and Wings Car Show and Fly In. Breakfast and Lunch Served. Activities for Kids and Adults. Classic Car Show featuring over 100 vehicles. Airplane Rides. Flea Market. Presented by EAA Chapter 913 and New Holstein Optimist Clubs. Mark Forss, 920-203-1569, 8 d 1 @ a t o z t r a d i n g . c o m

August 9 2008, 7:00 to 12:00, Wings and Wheels Over Wadena MN, Wadena Municipal Airport, (KASZ), Fly In, Drive In Breakfast from 7am-Noon., Darrel, 218-639-4769,

August 10 2008, 7:00 to 12:00, Milaca Fly-In Breakfast & 40th Anniversary Celebration, www.milacaairport.com, Milaca Airport, (18Y), Sunday Fly-In Breakfast hosted by the American Legion. 7 AM until Noon, pancakes, sausage, ham, eggs, (scrambled & to order), fruit, and Beverages., Ken Muller, k d m u l l e r @ j e t u p . n e t

August 10 2008, 8:30 to 15:30, Chetek Annual BBQ Charity Fly-In, Chetek Muni-Southworth Airport, (Y23), Modern, Antique, Unique planes and Warbirds. Antique and Collector cars. Children activities and airplane ride raffle. Water ski show to follow. www.hydroflites.com., Charles Harrison, 715-456-8415, charleytango@yahoo.com

August 10 2008, 7:00 to ?, Waseca Annual Fly-In, Waseca Municipal Airport, (KACQ), Come and visit the new Waseca terminal building.

August 10 2008, 7:00 to 12:30, Monticello IA Fly-in / Drive-in Breakfast, Monticello Municipal Airport, (), 7:00 a.m. - 12:30 p.m. Pilots in command eat FREE, Teresa Bader, 3 1 9 - 4 6 5 - 5 4 8 8

August 10 2008, 7:00 to 12:00, Humboldt IA Rotary Flight Breakfast, Humboldt Municipal Airport, (), 7:00 a.m. - Noon Pilots in command eat FREE, Dean Telford, 515-332-4 0 1 2

August 16 2008, 10:00 to 16:00, Forest Lake Fly-In, Forest Lake Airport, (25D), Brats, corn-on-the-cob, and ice cream. We have 100LL available, and our only runway, 3000-foot 32/13, is all grass. We would love to see your beautiful classic airplane land on it., John Schmidt, 651-776-1717,

August 16 2008, 18:00 to ?, Evening with Eagles, www.wotn.org/EWE.htm, Wings of the North is pleased to announce the return of "An Evening with Eagles" dinner and symposium. As in the past, this year's dinner will be art of the AirExpo 2008. The presentation will be hosted at the Eden Prairie Garden Room located in the Eden Prairie City Center in Eden Prairie, Minnesota, on Saturday, August 16th starting at 6 p.m., See Web Site,

August 16 2008, 10:00 to 2:00, Orr Fly-in/Drive-in, www.dot.state.mn.us/aero/avoffice/pdf/Fly-nFlyer82, Orr Regional Airport, (KORB), Free Admission! Come celebrate with us!!! Grand Opening of Orr's New Heated Hangar!!!! Pilots In Command Eat Free! Underwing Camping., 218-757-9994,

August 16 2008, 10:00 to 17:00, Good Ol' Days Oshkosh WI, www.pioneerairport.org, Oshgosh/ Pioneer Airport, (), Saturday - Sunday, August 16-17, 2008 10:00AM - 5:00PM Vintage aircraft and car demonstrations; send a piece of air-mail and play an old-fashioned children's game! Fun for the whole family. Included in museum admission., Kathy Hanson, 9 2 0 - 4 2 6 - 6 1 3 5

August 17 2008, to , Flying Cloud AirExpo, AirExpo, Flying Cloud Airport, (KFCM), AirExpo offers all the aircraft, special VIP's, and an Evening with Eagles Dinner, vendors and displays, kids' activities, B17 rides, antique aircraft rides, helicopter rides, family airplane rides, and the wonder of meeting your aviation heroes, See Web Site,

August 17 2008, 7:30 to 1:00, Mankato Chapter 642 Fly-IN/Drive-IN Breakfast, Mankato Regional Airport, (KMKT), EAA Chapter 642 will host a rain or shine Fly-in/Drive-in breakfast with home-made pancakes, sausage and eggs to order from 7:30-1:00 P.M., John Barsness, 507-345-1510, barsness@hickorytech.net

August 17 2008, 7:00 to 11:00, Boyceville WI Fly-In Breakfast, Boyceville Municipal Airport, (3T3), AIRPORT BOOSTER CLUB ANNUAL FLY-IN BREAKFAST IN CONJUNCTION WITH CITY FALL FESTIVAL, Rich Nerling, 715-643-6100, rnerling@wwt.net

August 17 2008, 7:30 to 12:00, Herman MN Pancake Breakfast, Herman Municipal Airport, (06Y), Pancake Breakfast, John Aanden, 320-677-2746,

August 17 2008, to , Paynesville MN 5th Annual Fly-In Breakfast & Air Show, Paynesville Municipal Airport, (KPEX), Ron Mergen, 320-243-3714, ron@paynesvillemn.com



Chapter 54 Meeting Minutes

July 14, 2008

By Bettie Seitzer

Meeting called to order at 7:30 by Dale Seitzer.

2 Guests:.

Secretary's Report: Secretary's minutes approved as published.

Treasurer's Report: The report was approved as published.

New Business:

Tony Yorga told us about his week at Air Academy, he had a great time, got to build a win rib, see lots of planes and learn a lot about aviation. He is interested in a career as an aviation mechanic or engineer. The experience exceeded his expectations and he would love to go back again.

Farnsworth presented us with a book containing notes and pictures about their class trip to Oshkosh, it is available for viewing in the clubhouse.

Old Business: The building expansion:

There are still a few hats and t-shirts left NOW at BARGAIN Prices!

Building plans: KSTP has committed to relinquishing 5' of their property in order to make way for our expansion.

The lease committee will meet with the MAC on July 21st to seek their approval for the KSTP relinquishment. Moving the expansion to that end of the building will save the cost of moving the gas line

We have received some donations and are looking for more donations of materials.

Questions regarding the final plan for the expansion have been raised. The original plan was to extend the building on the north end in order to provide storage space. The newly proposed plan has focused more on meeting room space.

The membership approved the original plan and has not had the opportunity to review the proposed changes to the plan.

An alternative proposal was put forward. Instead of adding onto our building, we could rent a small storage space for the storage of our large equipment that is used infrequently. The majority of the equipment is used for the pancake breakfast, such as the grill and the cooler table

A motion was made to table the discussion and call a Saturday meeting. This will be scheduled in August after the meeting. Notice will be included in the newsletter and emailed to all members.

Three proposals will be put forward.

Old Business: Other Notes:

Sept 6th Pancake Breakfast. We need a head chef!

Advertising on the placemats that will be used is available for \$50 per space.

CHAIRMEN REPORTS:

Membership: .

Young Eagles (Dave Becker): 27 kids flown so far this month! We have another group coming in on Wednesday!

Housing (Dave Fiebiger): Make sure that you lock all doors and turn off all electrical appliances before leaving. We need a converter box for our TV. If anyone has an extra card they are not going to use and would like to contribute it to the club, that would be great.

Flying Start and Education (Art Edlund): Our next ground school will begin next February.

Newsletter Editor (Tom Gibbons): Please send articles, pictures, subjects of interest to Tom. Pictures are fantastic. Send articles to Newsletter@EAA54.org

Publicity (Leif Erickson): Fliers are available for the pancake breakfast, please put some up.

Website: Paul Liedl

Meeting adjourned.

Program Speaker: Mike from National Weather Service and Arden from Minneapolis Center

Respectfully submitted:

Bettie Seitzer
Secretary
EAA Chapter 54

Hanger Talk

Happenings and Classifieds from around the field compiled by the editor

FOR SALE:

COLLINS VHF 251 COM , COLLINS VIR 351 NAV , TWO KING ADF'S , KR 86 AND KR 85 AND INDICATOR,
NARCO 840 LORAN , ALL FOR \$300 O.B.O.
CALL MARK AT 651-982-6275

Summer Potluck Friday August 15, 2008 6:00PM

Chapter 54 is hosting Friday night potluck dinners during the summer months.

Bring the whole family!

Please bring something to cook on the grill for yourselves and a dish to share.

Plates, utensils and napkins are provided.

Aviation Day



Fly-In Pancake Breakfast!
Saturday, September 6

7am to noon
Valter's Aviation
Lake Elmo Airport



Sign up for
Young Eagles
Age 8 - 18



"KID VENTURE"

Public Invited
Experimental Aircraft Association Chapter 54
Free Admission Free Parking
For Info, visit www.eaa54.org

FIELD ELEV. 950' ST. PAUL
VICINITY: GREEN BAY (S)
SEC. 13, T. 12N, R. 10E
LONG: 92° 33' 22.8(L)
MPLS. CTR: 121.2
LAKE ELMO AIRPORT (21D) RNAV

EAA Chapter 54
Aviation Day
Saturday, September 6
Fly-In Pancake Breakfast
7am to noon Valter's Aviation
Lake Elmo Airport (21D)

THIS AIRPORT UNDERLIES THE MSP CLASS "B" AIRSPACE



Valter's Aviation
PIC's EatFree!!
Airplane Restoration and Building in Progress
Vintage and Modern Airplanes on Display
New Class B
Mode C waived, approach from East
KID VENTURE

Public Invited
Free Admission Free Parking
For Info, call **Tim Reberg, 651-730-8574** or www.eaa54.org



Young Eagles Report

by Dave Becker

On Thursday, July 10 we flew 10 kids from the "PLACE II" group in Stillwater. Then on Saturday, July 12, we flew 17 new Young Eagles under a beautiful blue sky for our regularly scheduled monthly event. Included was a young boy who Al flew to fulfill his "Make A Wish" dream. We were weathered out on two different dates in an attempt to fly another "PLACE I" group from Cottage Grove. We have three months left in our regularly scheduled Young Eagle 2008 calendar and have now flown 91 kids, any of which may pursue a career in aviation as a result of our introducing them to the thrill of flight.



Our Young Eagle events are scheduled every second Saturday of the month from May through October starting at 9 a.m. Parents should sign their kids up for an event ahead of time by going to www.eaa54.org and clicking on the Young Eagles page to sign up for a flight.



If you would like to become actively involved in our Young Eagles program, contact Dave Becker or come to Lake Elmo on the second Saturday of the month and see what Young Eagles is all about. You can also indicate on your yearly chapter renewal form that you want to be involved with our Young Eagles program.



TAXI TALK

{Interesting happenings compiled by the editor}

Air Venture Talk

In the upcoming meeting we will be talking about and showing pictures about our trips to Air Venture "08. I am reserving next month's newsletter to be all about Air Venture and will be looking for any and all stories you can share with the members. I personally had a very nice time there, course I missed last years so maybe this made up for it. But in all seriousness, I will have to consider this years Air Venture as my best yet! A lot of good things happened and the weather was good and for the first time I volunteered for Flight Line Operations and had a great time doing it. So look for some great information next month.

Youngest Member Solos!

One of the youngest members of our EAA Chapter has done it again!!!!!!
I am proud to announce that our youngest Chapter 54 EAA member and my step son soloed last Thursday at Wells Minnesota in a Cessna 172. Rob attended CAP Flight Academy last year for glider and took his first official lesson on Saturday and soloed the following Friday. This



year he did it again at the CAP Power Academy, his first official lesson was on Saturday and he soloed the following Thursday. I am really proud of Rob's achievements.
God Bless, Rich and Sharon Marr

Want to go flying?

That was the question I got one day when I was on vacation just before Air Venture as I was cutting my grass. President Dale Seitzer showed up at my house on his motorcycle to see if I wanted to join him in a flight in his Sky Ranger on a beautiful sunny, calm evening. I said sure so I met him at his hanger about fifteen minutes later. We had a blast that day and Dale even let me try it out. Sure was fun to tool around the skies that night. When we got back and just parked, Jim in his CT flyer taxis by and waves to Dale to come on with him on a flight. I told him to go ahead and I will watch the plane for you. Off he went and I just watched the planes that evening taking off and landing. Seemed like a lot of C-150/152's were taking advantage of the smooth air that day too. Got to love it!!



Myself and Dale Seitzer after a great flight!

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QUOTE OF THE MONTH

**There shall be wings! If accomplishment be not for me,
'tis for some other.**

The spirit cannot die; and man, who shall know all and shall have wings...

— Leonardo da Vinci