



The Beacon

The newsletter of Chapter 54
Lake Elmo, Minn.

AUGUST 2010

AUGUST 2010

THIS MONTH'S PROGRAM WILL BE ON
MONDAY AUGUST 9, 2010.

- SOCIAL HOUR STARTING AT 7:00PM.
- MEETING AT 7:30PM, CHAPTER HOUSE, ENTRANCE B, LAKE ELMO AIRPORT. (21D).
- AT THE NEXT CHAPTER MEETING:
NO INFORMATION YET BUT WILL BE ANNOUNCED AS SOON AS WE GET IT!

Chapter Members Get Together for Flying Comparison

By Dale Seitzer

This summer has been feast or famine regarding good flying weather. I was out at the airport, warming up the engine on a beautiful July evening and I heard a familiar voice and N number asking for a radio check. Dave Syverson was getting his new Kitfox ready for flight. I taxied over and we used radio frequency 123.45 to coordinate a flight together. Dave planned to practice flying from the right seat and I was just out for a trip to "check the crops." I call it checking the crops if I have no real purpose for flying.



Dave has a beautiful yellow and white Kitfox with a Rotax 912S with a Warp Drive prop, our two planes are often misidentified because they are similar in many ways. Mine is a SkyRanger with the same engine. Both are yellow and white, tricycle gear, high wing, tractor drive kit built airplanes. I had made a thorough inspection of hi new plane at the last Young Eagle event. I wanted to fly with him to observe the performance and compare to my plane.

We decided to fly to New Richmond and other places and enjoy the wonderful weather –light winds, high clouds and clear visibility.

We climbed out on runway 32 in front of a gallery of spectators in front of the Swift hangar –

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FROM THE FLIGHT DECK (PRESIDENTS REPORT)

BY LEIF ERICKSON

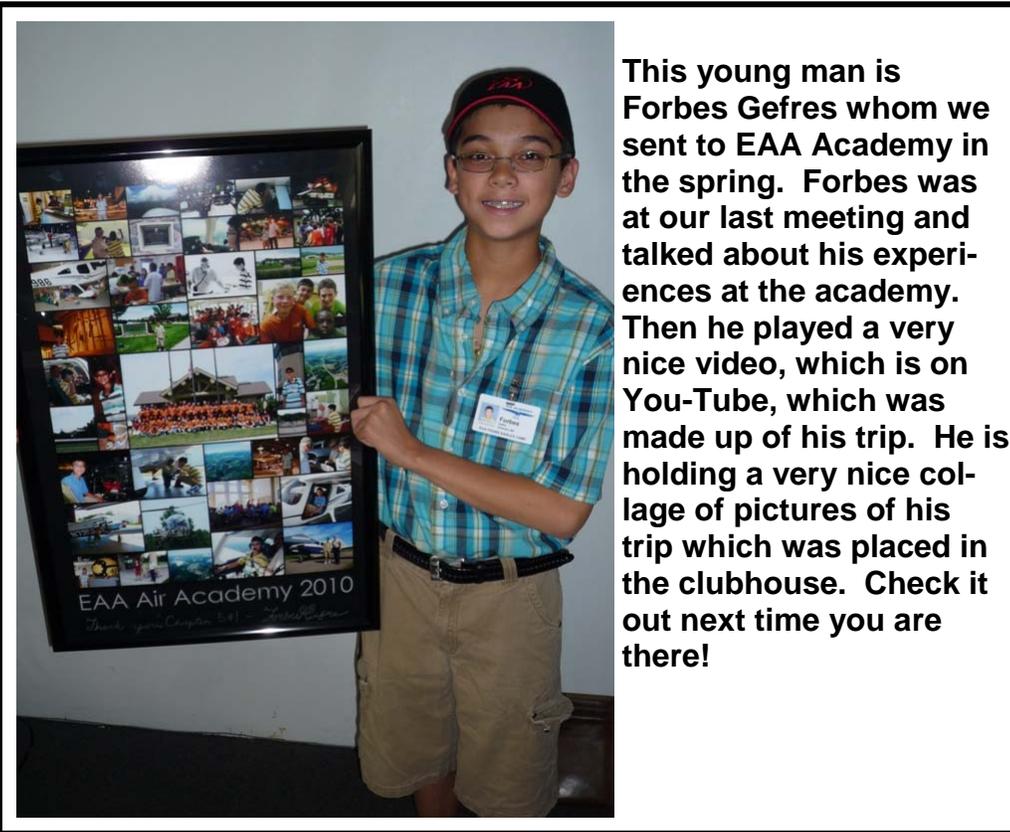
At the July meeting a request was made to further investigate memorial options for Dale Rupp. There was general consensus that the memorial should be to the Young Eagles Program at EAA with a specific acknowledgment of Dale's YE service, such as a plaque in the Air Academy Lodge. I talked to Brenda Anderson at EAA headquarters and she said there is no special recognition or acknowledgment for Young Eagles service. There are two other possibilities for a memorial with Dale's name, the Memorial Wall and a Brown Arch Brick. Both exceeded the dollar amount specified in Jesse Black's motion. Brenda said EAA would be excited to receive a memorial for their YE program but it would not be accompanied by any special designation or recognition other than a letter to the family from EAA acknowledging the memorial and the donor.

Our next meeting is Monday, August 9. This will be our last meeting before Aviation Day on Sunday, August 15. Pray for good weather and increased attendance. I am happy with the response and support chapter members have given to this year's event. We've made several changes, primarily to the menu. I hope the additions resonate with the local non-flying public as well as with pilots that follow the pancake breakfast circuits.

It's not too early to think about Aviation Day 2011 and possible improvements or changes we could suggest. One idea was to investigate additional revenue sources from the event, other than ticket sales. The CAP has a silent auction and in previous years we sponsored raffles that generated an extra several hundred dollars of income. An idea that crossed my mind was sponsoring an Aviation Day Swap Meet. We all have airplane parts/tools/whatever in our hangars that we no longer want or need. Perhaps someone else would be interested in our stuff. I know car clubs do this, so why not airplane clubs? I'm sure there are many other ideas. I'll be talking about fund raising activities over the next few months and will invite anyone interested to form a committee to brainstorm/propose/ investigate fund raising ideas for 2011.

A special thanks to Gary Schmidt. Gary organized all our "Gone West" obituaries into a loose leaf binder on the shelf in the SE corner of our building. Previously these obits were pinned to the bulletin board in the entrance to our building.

Our next Chapter meeting is Monday, August 9. Hope to see everyone there.



This young man is Forbes Gefres whom we sent to EAA Academy in the spring. Forbes was at our last meeting and talked about his experiences at the academy. Then he played a very nice video, which is on You-Tube, which was made up of his trip. He is holding a very nice collage of pictures of his trip which was placed in the clubhouse. Check it out next time you are there!



Chapter 54 Directory

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Chapter members meet on the second Monday of every month at the Chapter House, Entrance B at Lake Elmo Airport (21D). The House is at the base of the airport beacon. The newsletter is printed on the first Monday of every month. Parts of the newsletter may be reprinted with appropriate credit.

21D RCO 118.625
21D Unicom: 122.8
21D AWOS: 120.075
TPA: 1932'
Runways: 4-22 (2497' x 75')
14-32 (2850' x 75')

EAA CHAPTER 54 TREASURER'S REPORT

BY PAUL RANKIN

EDITORS NOTE: AS DISCUSSED AT A RECENT BOARD OF DIRECTORS MEETING, THE TREASURER'S REPORT WILL NOW BE ON OUR WEBSITE AT WWW.EAA54.ORG/MEMBERSONLY

Editors Note: These great pictures/calendars are pulled from the EAA website, WWW.EAA.ORG/WALLPAPER. They can be used for your screen savers!



they have a great view for watching planes take off and land on runway 32. Once in the air and over Wisconsin we switched to the air to air frequency and coordinated our approach to New Richmond. Dave has a well optimized plane-prop-engine configuration. In cruise at 80 mph he was turning 4200 rpm and I was indicating 4400 rpm—he was a bit more efficient because his plane is more aerodynamic and the pitch of the prop was set for a little bit better cruise.

My plane has a max gross weight of 1250 lbs. and Dave's is around 1500 lbs. His has a heavier empty weight but still great effective useful load.

We landed at New Richmond on 32 and departed off the turf runway 04 and headed to Forest Lake. Once on our way we realized the heading was directly into the evening sun – I saw every scratch in my windshield. The lakes are still low – one can see wide sandy beaches and docks pushed way out into the lake to reach water. The crops do look great – the corn is the lighter green and is definitely not a good option for emergency landings. Soybeans are darker green and would be an OK landing area but are not so thick you slow down very quickly. Alfalfa fields are still the best for emergency landings.

Forest Lake was smooth, wide and lush. It was quiet there too and we were able to land and depart at our convenience. I watched Dave take off, his plane has flaperons which he lowered to 11 degrees. He was off the ground in what looked like 100 feet – awesome! After he was up and out a ways I departed and headed to Lake Elmo. The 912 engine likes to spin—I have found if I lug the engine at below 4,000 rpm it actually uses more oil than if it spins in the mid to upper 4,000's range. These engines also are very quiet—they have mufflers that meet the European noise standards (which are tougher than the US standards) and with the geared prop, even at max power on climb out, the prop is spinning at 1733 rpm, even slower at cruise.

After we got back Dave made a thorough inspection of my SkyRanger and he said it passes his inspection. We both then returned to our hangars and removed the bugs that unfortunately were out flying at the same time as us. I like flying in the fall or spring—when it is warm enough not to need a long pre heat but also when there are no bugs. It takes about the same amount of time to preheat the engine in the winter as it does to clean the bugs off in the summer. I use a spray bottle with just water – I spray the leading edges, spars, wheel pants, cowling and prop, let it soak a bit, and then wipe down with a wet- clean -old towel.



*Dale Seitzer's
SkyRanger*



Dave Syverson's Kitfox



HOT!!! HOT!!! HOT!!!

Great News just off the presses!!

Mark Holiday has arranged for these three replica WW I fighters to be on display at Aviation Day on Sunday, August 15.

“The 3 are Fokkers: They are all replicas. They are all owned by the Vintage Aero Flying Museum, at Platte Valley Airport, Ft. Lupton CO. (30 miles NE of Denver) The Dr.1 Triplane was built in the late 70's by John Eberle. Full scale, powered by 180 Lycoming. It is in the colors (Red) of Baron Manfred von Richtofen (The Red Baron) The Fokker D- VII, built in the mid 70's by Jim Parks and his son Andy, who now owns the museum. It is full scale, powered by a 200 hp Ranger engine. It is in the colors of the second highest scoring German ace, Ernst Udet. The Fokker D-VIII was acquired as a project on ebay, and completed in 2008 by Mike DeSanti, Andy Parks, and Mark Holliday. It is full scale, and powered by a Continental W-670, 220 hp. It is in the colors of German ace Gutthard Sachsenberg, who earned 31 victories. We have a DVD available of all three airplanes.”

- Mark Holiday



So tell your friends and family about this rare opportunity to see these aircraft. Only at Chapter 54's Aviation Day Fly-In Breakfast!





Chapter 54 Meeting Minutes

July 12, 2010

By Dale Seitzer

Leif Erickson, President called the meeting to order.

Twenty nine members and 5 guests were in attendance.

EAA Chapter 54 sponsors youth attending the Air Academy at the EAA Headquarters in Oshkosh. Forbes Jeffery attended the Air Academy and made a detailed report on the activities. They all attended ground school sessions, a behind the scenes tour of the museum, building activities, a lesson in the brand new Cessna Light Sport 162. Dave Becker gave him a ride to Oshkosh so he had an extra adventure with the cross country flight. Forbes assembled an audio enhanced slide show which was shown at the meeting and is available on You Tube. Forbes brought family members to the meeting too.

Our second guest was Dan Edwards who brought a Jabiru 250 airplane for members to inspect. Dan has been visiting EAA chapter because he is the Northern Midwest Dealer. The plane is for sale either to an individual or as a club plane. They have 600 hours on the model 170, 85 hp Jabiru and 300 training hours on the model 250 with the 120 hp engine. A new 250 is \$140,000, the 170 is \$90,000 and the demo 250 is \$90,000. Both planes meet the Light Sport guidelines where pilots self certify ready for flight instead of having a medical examination. They provide light sport training and Dan indicated light sport training cost about half the price of a private pilot license.

At this meeting we had a special presentation by Roger Westerberg on the recent Red Bull Air race in New York City. Roger explained the types of planes used and introduced some of the pilots. His slide show included a detailed description of the course with the inflatable pylons and the rules. They use three planes – the Edge, Corvus and MX5-R. The pilots are former military pilots and aerobatic professional pilots. Red Bull sponsors the races all over the world and bring in a portable control tower and massive bleacher systems and draws very large crowds everywhere they race.

The business meeting followed the informational and entertaining presentations:

The Treasurer's report was approved by unanimous vote.

The Secretaries report was amended and then approved. There was an unfinished motion to donate \$200 to EAA in memory of Dale Rupp. Details about the donation will be provided later as more research and options are explored. There will be a vote when the proposal is complete.

Aviation Day is August 15 from 7 AM to Noon—volunteers are still needed. The next planning meeting is August 10 at 7 PM.

Chapter 54 has 137 paid members – two new members are Bruce Olson and Mike Schott.

Jeff Hove reported he is calling members to volunteer at the Aviation Day and gathering information on the history of the airport and chapter.

Tom Gibbons, Newsletter Editor again requested articles, news items and even small details of accomplishments of members for the newsletters. The goal for upcoming newsletters is for the editions to be released early enough for members to know what is planned for the next meeting.

The Hastings EAA chapter is sponsoring a pancake breakfast and eventually a Young Eagle event and are looking for volunteers to help get their Young Eagle program started.

Pilots Lounge

Tailwinds Flying Partnership, based at Lake Elmo Airport, has new membership openings available. Visit www.tailwinds21d.org for more information.

We are a partnership of 38 pilots and own three Piper aircraft. Our goal and philosophy are to fly great airplanes inexpensively. We strive for consistency in equipment among our three airplanes. To inquire about membership, please send an e-mail to Mark or call 651-982-6275.



For Sale

1,100 lb Mini-size Electric Rope Hoist, 110 V AC, 12 A, 1 ¾ hp, \$75. I planned to use it to raise and lower a hangar door but changed my mind. Contact Leif Erickson @ 651-439-5040 or lericks@presenter.com.

SLSA Flying Club Forming...

Chapter 54 member Jim Pearsall is organizing a SLSA Flying Club at Lake Elmo, 21D.

21D SLSA FLYING CLUB FORMING

Looking for people

Then will find an airplane

Organizing
Jim Pearsall

Phone: 651-494-4579
E-mail: pjpearsall@gmail.com



Contact him with your questions.

Please welcome four new members to EAA Chapter 54:

Bruce Olson is a familiar face already, because he's been flying Young Eagles with us in his nice Cessna 172 for quite a while. He's a salesman for Matthews Packaging Graphics, and lives in Vadnais Heights with his wife Bev. His interests, besides aviation, are graphic design, photography and video.

David Volker is a safety engineer for Lovegreen Machine Safety, a commercial pilot, both single- and multi-engine, and lives in Oakdale.

Mike Schutt is a locomotive engineer for CP Railway who lives in Hastings. He owns and flies a 1962 Piper Cherokee 180 and a 1946 Cessna 140.

We met David Kenan at the July meeting. He's paid his dues, but I don't have his application yet. I'll tell you more about him when I receive it.

If you see any of these new (and familiar) faces around the clubhouse, please welcome them to the club!

Best Regards,
John Renwick
Membership Coordinator

L o c a l E v e n t s

Compiled by Paul Hove (Chapter 54 Member)

The event dates and locations listed here come from a variety of sources. There may be changes, cancellations or editing mistakes. Please call ahead to verify that the event is taking place as scheduled

August

August 8 2010, 7:00 to 12:00, Milaca MN Annual Fly-in/Drive-in "Tribute to Veterans", Milaca Municipal Airport,(18Y), Breakfast Served 7:00 AM - 12:00 PM by Milaca American Legion, Helicopter Rides, Biplane Rides & Tethered Balloon rides. Join us for a great weekend of aviation & community events, Steve Burkland , 320-492-8246, kdmuller@jetup.net

August 8 2010, 7:30 to 12:30, Walker MN Tri-County Civil Air Patrol Pancake Breakfast, Walker Municipal Airport,(Y49), Tri-County Civil Air Patrol Pancake Breakfast, , ,

August 8 2010, 8:00 to 12:00, Red Wing MN Hiawatha Valley Pilot's Association Pancake Breakfast, www.blueairways.com, Red Wing Regional Airport,(KRGK), Annual pancake breakfast w/ pancakes, sausage, OJ. PICs eat free. Fly or drive. 100LL and Jet A available. Camping w/ showers, Kristina Larson, 715-594-3999, klarson@blueairways.com

August 8 2010, 7:00 to 11:30, La Crosse WI - Belgian Waffle Breakfast, www.flyingwaffles.com/, La Crosse Municipal Airport,(KLSE), All-You-Can-Eat Belgian Waffles with all the fixin's! Static displays inside & out. Fly the F16 Simulator! Bill Blank Airshow mid-morning! sponsored by the LSE Area Flyers & Valley View Rotary Club, Becky, , becbrock@aol.com

August 8 2010, 10:30 to 15:00, Chetek WI BBQ Chicken Fly-In, Chetek Municipal Airport,(Y23), WWII Plane Displays, Antique Planes, Ultra-Modern Planes, also the American Airlines DC-3 "Flagship Detroit" is visiting again! Barbecue picnic lunch (including all of the fixing) will be served at the north end of the airport. , Chuck Harrison, 715-456-8415, charleytango@yahoo.com

August 8 2010, 7:00 to 12:00, Humboldt IA Humboldt Rotary Flight Breakfast, Humboldt Municipal Airport,(OK7), Humboldt Rotary Flight Breakfast Fly-in pilots eat free, , 515-332-4012 ,

August 14 2010, 7:00 to , Kindred ND Pancake Breakfast Fly-in , Hamry Field,(K74), This is in conjunction with Kindred Days & it's a short walk uptown to take in all the festivities that will be going on there. Please check no-tams as the airport will be closed for a time while an aerobatics show is taking place., Ron Lundquist , 701-388-2126, lundq@anyconnect.com

August 14 2010, 12:00 to , Bowstring MN Monthly EAA Chapter 1446 Fly-In Lunch, Bowstring Airport,(9Y0), No

charge lunch served beginning 12:00 Noon. Beautiful, well cared for grass strip. This is a monthly event, the 2nd Saturday each month., Gene Ward, 218-743-6175,

August 14 2010, 7:00 to 13:00, Rice Lake WI Fly-In, www.ricelakeairport.com, Rice Lake Regional Airport,(KRPD), Breakfast and Lunch, military aircraft, aerobatic flying, static displays, Medical Helicopter, fire and police units. Free admission/parking. Fly-in pilots receive free breakfast., Jerry Stites, 715-651-6878, RPO@ricelakeairport.com

August 14 2010, 10:00 to 16:00, South Saint Paul MN 4th Annual Wings of Hope Charity Open House , www.cafmn.org, South Saint Paul Municipal Airport,(KSGS), Minnesota Wing Hangar. Hangar #3 Fleming Field, 310 Airport Road, South St. Paul, MN 55075, , 651-455-6942,

August 14 2010, 8:30 to 12:00, Cloquet MN Breakfast Fly-in/Drive-in Hosted by Cloquet EAA 1221, Cloquet Carlton County Airport,(KCOQ), Pancake, sausage, coffee & juice Young Eagles Rides EAA 1221 aircraft for public viewing...many classic taildraggers, experimentals, homebuilts, & an old Rotec Rally 2B Hope to see you all there! , , ,

August 15 2010, 7:00 to 12:00, Lake Elmo Aviation Days Fly-in/Drive-in Pancake Breakfast, www.eaa54.org, Lake Elmo Airport,(21D), The event will feature displays of modern, vintage, military, experimental, ultralight aircraft, radio controlled model airplanes, vintage cars, kid's activities, and educational programs in aviation. Sign up for Young Eagles flights., Lief Erickson , 651-439-5040, lericks@presenter.com

August 15 2010, 7:30 to 12:30, Mankato MN EAA Chapter 642 Fly-in/Drive-in Pancake Breakfast, Mankato Regional Airport,(KMKT), EAA Chapter 642 annual fly-in/Drive-in Pancake Breakfast with Pancakes, Sausages, eggs to order, and beverage. PIC eats for Free., John Barsness, 507-345-1510,

August 15 2010, 7:30 to 13:00, Paynesville MN Fly-in Breakfast, Paynesville Municipal ,(2P3), Free breakfast for pilot starting at 7:30 AM. Two air shows: 10:30 AM & 12:30 PM . , , ,

August 21 2010, 7:00 to 11:00, Ankeny IA. EAA Chapter 135 Flight Breakfast, www.eaachapter135.org, Ankeny Regional Airport,(), Pilots in Command eat FREE, Ralph Briggs, 515-554-8187, info@eaachapter135.org

Who's Who in Chapter 54

Name: Kent Carder

EAA #: 676328

Occupation: Internet Advertising/Web Sales

What aircraft are you building? Wittman W-10 Tailwind

If you could fly any aircraft, what would it be? SR-71

Fun aviation story; Too many to list. I have had lots of fun flying both growing up and flying with my dad and once I got my pilots license. It could be the time in Oahu Hawaii that I flew aerobatics in a glider and got signed off to solo it or one of the many trips that my dad and I flew to someplace looking for the Citabria that I eventually bought. It also could be our trips from Oklahoma City to Pocatello Idaho to his property there to go fishing. Maybe it was all the times that my dad and I flew to go see John Stone in Chickasaw Ok at his place. Or it could have been some of the times that I have taken friends of mine up flying and some of them had their first airplane ride.

Who is an inspiration to you in aviation? Mostly my father. He shared the fun of flying, hanging out at the airport, and the friendships that are developed with others in aviation.

What person/s in aviation would you like to have lunch with? Steve Wittman, Wilbur and Orville Wright, Chuck Yeager.

Describe your first airplane ride: Too young to remember. I grew up with a Dad that flew. I do remember a fondness for airplanes and being around them as a kid

What is your favorite airplane to fly? Anything with a tailwheel on it. I prefer to fly them.

How long have you been a pilot, and what do you fly? I got my License at 18, so that would be about 15 to 16 years. I am currently not flying anything which is a shame. Sold my Citabria two years ago and currently building. I do get to fly when I go home to visit my family in Oklahoma. I fly my dad's Cessna 180.

Unique airplanes you've flown/taken a ride in? John Stone's Beech 18's were unique. He had three of them. John was a friend of my dad's and we would fly down to his home airstrip to visit John. John held a MEI and taught me to fly the Beech 18. Within in months of our first flight in the 18 John passed away in an airplane accident in a 172 that had a lift strut bolt fail/come out. He was a great guy and will be missed. So I am not sure if the airplane was so unique but the guy definitely was.

What do like about Chapter 54? Unfortunately I don't know many of them due to my lack of attendance at the meetings, but when I have helped at the young eagles events the guys seem to be genuine and good guys to be around.

How did you get interested in aviation? I can't say. Pretty sure it was because of my father and his addiction to flying. He took me to the airport and flying as a young kid. Most of my toys as a kid were also airplanes. I started to fly radio control airplanes around the age of 9 or 10. Just have always like flying and planes.

What do you hope to accomplish in aviation in your lifetime? I would like to inspire others to get their pilots license and fly. If I could get 10 others into flying and aviation that previously had no experience in it beforehand I think that would be a great success.



Young Eagles Report by Dave Becker



During July's two Young Eagle events we flew 30 kids and made a positive impression on them about aviation. That is our goal and with the generous help from Chapter 54 members, we do make a positive difference in the lives of the kids. The modifications to our operating procedures that we tried for the first time in July worked well and we have a few fine tuning improvements to those procedures to make this month.

A group of pilots from Red Wing have asked for help in starting a Young Eagles program there. We will assist them at their pancake breakfast on Sunday, August 8, by signing up kids for Young Eagle flights at a later date. I will be asking for a few of our pilots from Chapter 54 to help fly the Young Eagles at Red Wing on Saturday, August 28, along with their pilots.

At the annual Young Eagles meeting at Air Venture, several announcements were made that will enhance the Young Eagles program. One is a program to award each child who completes the first section of the Sporty's on-line ground school course for a free flight lesson at a flight school of their choice. Other scholarships and initiatives are being worked on to encourage and help Young Eagles to continue in aviation.



Our Young Eagle events are scheduled every second Saturday of each month from May through October starting at 9:00 a.m. Parents should pre-register their children 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. To view the many great Young Eagle photos, go to:



<http://www.eaa54.org/YEPhotoGallery/YEGallery.html>

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}

The month of August is here and although I do not have any holidays to talk about we do have our annual Aviation Day/Fly-In Breakfast to celebrate. Also the State Fair is coming up so enjoy these events.

Chapter Members at OSH

As usual I made it to AirVenture and had just a great time. I have to say that this was called by many as **DIFFERENT!** Why?? Well from all the rain that hit the area. I had heard that they had over 10 inches of rain in the month of July alone and that was before the big rain day on the Thursday before the show. I arrived that Wednesday evening and managed to find a dry area in my normal spot, just north of the Ford Fly-In Theater. Then the rains came that night and continued the next day. After sitting in the camper most of day I said to heck with this and donned my rain gear and set out to walk to the Flight Line Operations building, which is way on the other side of the Warbird parking almost next to the 9-27 runway. Most areas were just flooded and very soft to walk on the grass parts. As I walked to FLO building is look deserted and there was no vehicles around and I thought there would be no one around. As I got closer, trying to avoid deep water holes on the grounds, it still looked deserted, almost like a scene out of a scary movie. Well when I opened the door there were a lot of people inside and I was surprised. I checked in the watched the required video to prepare for the show. Check out this

picture of what it looked like there! This is the grass taxiway that leads to general aviation camping looking west, We never did use this one!



Anyways as the days clicked off before the show it tried to dry up but as it turned out we used only hard surfaces for taxing for most of show. But the show did go on and it was still a good one.

That Friday I went over to the Ultralight area and met up with Dale Seitzer and chatted with him and saw his SkyRanger. Then during Chicago concert I was standing in the large crowd of people and saw this guy holding a camera on a long pole and thought I know only one guy who does that and low and behold it was him, Dave Becker! Too funny. Then I was working the Flight line when here comes a Bamboo Bomber taxing by and it was Paul Rankin and his wife Billie whom I blew a kiss at. Paul Hove and his son Jeff came by my campsite and I talked with them briefly before I headed to the movie! You never know who you meet at AirVenture!

Contact Information for Newsletter Stories

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QUOTE OF THE MONTH

I fly because it releases my mind from the tyranny of petty things...

- Antoine de Saint-Exupery.