



# The Beacon

The newsletter of Chapter 54  
Lake Elmo, Minn.

DECEMBER 2009

## DECEMBER 2009

THIS MONTH'S PROGRAM WILL BE ON  
MONDAY DECEMBER 14, 2009.

- SOCIAL HOUR STARTING AT 7:00PM.
- MEETING AT 7:30PM. CHAPTER HOUSE, ENTRANCE B, LAKE ELMO AIRPORT.
- AT THE NEXT CHAPTER MEETING:
- DC-9 jet airliner captain, Chapter 54 member and treasurer Paul Rankin. Learn about flying a DC-9 as Paul takes us along on a routine flight.

## A Chapter Speaker

By Bettie Seitzer

### Joe Harris, manager of 21D.

On the past, present and future of the Reliever Airport System.



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Joe has worked in the reliever departments for about 10 years. Was the manager of the Flying Cloud airport for about 8 years. He has gotten to know quite a few people both at 21D and at other fields in the system.

He went to UND, multi-engine, instrument rated CFI, currently flying a Piper Malibu. He is based at Fleming Field. Married his grade school sweetheart and has 3 sons in grade school. He has about 1300 hours flying time. Very few MAC employees are private pilots; contrary to popular belief. Some of the folks at the top of the MAC are high time pilots, but the average employee is not.

What is the MAC? It is a public corporation, founded in 1943 owner of MSP and 6 reliever airports. The intent of the MAC is to provide safe efficient aviation and operates one of the largest systems in the country. The commissioners are appointed except for two – one from Minneapolis and one from St. Paul. Eight of the commissioners serve the metro, four come from greater Minnesota, the chair can come from anywhere in the state. Each commissioner serves four years and they are staggered so half are replaced every two years. The commissioners are mostly aviation savvy and care about aviation.

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## **FROM THE FLIGHT DECK (PRESIDENTS REPORT)**

*BY DALE SEITZER*

One segment of my club volunteer participation is ended. I am happy to hand over the President duties to Leif Erickson. I will still be a Young Eagle volunteer and I will still help with the Pancake breakfast and fly-in, and I will still help with projects the Board deems necessary. I look forward to learning about the Secretary duties and doing those tasks.

I am very proud to have performed the same duties and have joined a distinguished group: former club Presidents.

In the last 2 years we have built the airplane viewing area and now other clubs are working to build their own airplane observation area. We recently expanded the clubhouse – a member once said she sees the best part of the club when the members have a task and work together towards a goal. Our membership has been stable – 135 members. We have a successful Young Eagles Program and a very successful Ground School. We have seen donation pick up, our library is expanded

Thank you to all the volunteers in the last two years, all the Board members and officers and everyone else who helped out in the recent past. For the health of the club spreading out the responsibilities is crucial so volunteer –especially if you have never volunteered before or if it has been a long time since you last helped out.



**EAA CHAPTER 54 TREASURER'S REPORT**  
*By PAUL RANKIN*



**2009 NOVEMBER Financial Summary**

Checking Account	\$1,592.93
Cash on hand	\$40.00
<u>Investments</u>	<u>\$7,401.75</u>
<b>Total</b>	<b>\$9,034.68</b>

**Income**

Late Banquet Ticket	\$34.00
Donations	\$20.00
Calendar Sales	\$30.00
<u>Membership Renewals</u>	<u>\$275.00</u>
<b>Total</b>	<b>\$359.00</b>

**Expenses**

Calendars	\$291.00
Clubhouse Insurance	\$505.32
Newsletter & Mailing	\$38.40
<u>Utilities - Electricity &amp; Gas</u>	<u>\$64.17</u>
<b>Total</b>	<b>\$898.89</b>

**Net Cash Flow** (\$539.89)

**Chapter 54 Directory**

President  
 Dale Seitzer  
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Newsletter Editor  
 Tom Gibbons  
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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')

**Taken from Joe Harris's Presentation:**

**21D Forecasts**



- Aircraft Operations are expected to increase whether or not the proposed airport improvements are completed.
- The proposed runway extension increases forecasted operations by less than 1.4%.



Year	Baseline	Extended Runway
2005	57,667	57,667
2010	74,186	74,316
2015	80,249	80,426
2020	86,091	86,301
2025	<b>91,119</b>	<b>92,363</b>

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The relievers provide significant benefits to their communities; business use, recreational use, community services, and economic benefits of about \$3.5 million according to the Wilder Economic Research Study.

Long term plan for 21D reflects the fact that operations will not significantly change whether or not there is a runway expansion. The typical aircraft on this field is a single engine (92.5%), and we expect that to continue, we can accommodate a wide range of aircraft. This airport is well maintained – especially compared to Fleming where work is done by volunteers.

Hangar space is available on 21D as other fields see higher vacancy rates. As the economy recovers we may see a need for increased building area. The site plan has an area designated that can be developed when the need materializes. The runway expansion on 04/22 will be 3,200' which will not require acquisition of any additional land.

The comprehensive plan includes cost and timing for each phase of development. Sewer and water is incredibly expensive. Joe has been part of sewer and water projects in the past and has found that the return on investment is really not worth the cost, and most parties who have been involved in the past have ended up not too happy with the results because the cost was so high and this had to be paid for in total by the hangar owners.

Next steps include the main runway which is set for reconstruction in the summer of 2011. The airport layout needs to be updated, zoning, funding, environmental reviews, securing permits, and beginning of construction. As the process goes forward there will be opportunities for community input from anyone who might be affected by the overflights from the field.

**The Reliever Financial Model.** NW hit the MAC hard and said they wanted the MAC to stop spending their money to subsidize the reliever airports. The end result is that the reliever airports are left to fend for themselves. The airlines contribute about \$300,000 per year to help offset the cost of reliever maintenance. This amount is smaller than the benefit, but it is the current structure. The organization is political and things change. The challenge will be to develop innovative strategies for development and maintenance of the relievers.

Revenue Sources: storage ground rents, commercial rents, fuel flowage, percentage fees, landing fees at St. Paul, non-aeronautical revenue. There is a proposal to build a "Flight Line Café" at the Anoka airport. There is also a golf course on the Anoka field property which generates about \$70,000 a year. At 21D there is a farmer who pays rent to use some of the acreage this nets about \$100,000 per year to the field. Aviation taxes on commercial aircraft also provide some revenue that can be tapped for improvements to GA fields. MnDOT has some funds that they can allocate as well, their stance has been to give money to outstate fields that do not have commercial flights since it is generally felt that outstate fields have a harder time getting funding while the metro fields are eligible for other funds. There are entitlement funds of \$150,000 per year that can be accumulated for 4 years. This money will be available for the expansion at 21D, additional funds are available from other sources. The bottom line is that the MAC will accumulate as much funding as possible and then the remaining cost will be amortized and billed to the hangar owners on the field.

Expenses: operations and maintenance (there are about 28 people on the reliever staff), admin costs for overall MAC service, amortized net capital expenditures, amortized equipment purchases, net assets purchases and sales. Since 1997 operating and admin expenses have been relatively flat while revenue has grown. That will no longer be the case. Maintenance costs are going to increase significantly as costs to maintain technology, lighting and airport upgrades will increase and will be added to the costs which the airport must cover through their own revenue stream. Staffing is bare bones, relievers have minimal staff that can take care of mowing and plowing.

Reliever airport operations have been steadily declining at all of the relievers. Flying Cloud has seen some increases which may be due to increased flight training. The down side to flight training is the repetitive noise which can lead to a lot of complaints from the neighbors. One-half of all aircraft registered in the state are at the reliever airports. The number of planes at the fields is relatively static, but people do appear to be flying less.

Anoka has had significant development because the county has paid for the development.

About 9% of Mac total storage rent revenue comes from 21D storage tenants. About \$,582 comes from sales rent, about \$14,148 from Ground rent. Fuel flowage is down since 2004, Joe is a fan of having one quality operator on this field, the airport cannot support two operators providing a quality service. MAC could invest back into this airport to help support the airport. Flying to New Richmond, Osceola, or Fleming to purchase 25 gallons the savings to you is minimal, the loss of revenue impacts money available to MAC to invest in the field. It is important to remember that when we support the operator on the field we make sure that the local business thrives and is available when we need them.

There is a draft hangar aesthetics ordinance under consideration. All airports have hangars that need some sprucing up. This is important to make sure that the neighbors are not complaining about the appearance and upkeep. Lake Elmo is in pretty good shape, but we want to make sure that the buildings are maintained sufficiently.

Aviation got 1.1 billion nationwide from stimulus money.



## Chapter 54 Meeting Minutes

November 10, 2009

By Bettie Seitzer

Called to order at 7:30 by President Dale Seitzer

Visitors: Mike has a plane on the field. Tom Youngdahl, interested in experimental aircraft, looking for club to join. He has a Pitts special that he keeps in New Richmond.

Secretary's report approved as published in the newsletter.

Treasurer's report approved as published in the newsletter.

### **Old Business:**

Remember that the club house is open on Saturday mornings for coffee and hangar talk. Members are encouraged to greet and welcome any guests.

Addition project is very nearly finished, just a little wiring left to do, the contractor who is donating services will finish as time permits. The addition has made it possible to make better use of our space and to organize our activities and materials.

### **New Business:**

New door seals have been installed, this requires firmer pulling when closing the doors, they must be pulled tight and make sure that they are closed and latched. Double check when leaving the building.

There are recycling containers available on the field now – please sort recyclables into the proper receptacle. This is just as you would do at home.

Harrison Ford has stepped down as the Young Eagle spokesperson. Captain Sullivan and his co-pilot will be the new spokesperson.

**Young Eagles (Dave Becker):** We have successfully completed another year of young eagles. Thanks to all who helped out, we flew about 178 kids total this year in spite of a couple of days that got weathered out.

It is time to think about the Air Academy. There are a couple of prospects from the Young Eagle flights, Dave will review applicants, interested parties should contact Dave Becker. We receive credits toward Air Academy tuition from our Young Eagle flights. Air Academy costs vary by age group, typically the parents pay the deposit and we are able to fund the rest from our general fund, donations or donations from EAA National.

**Historian (Jeff Hove):** no report

**Housing (Dave Fiebiger):** All parking should be in the circle – not on the grass in front of the building. This applies all days at all times. This is important to keep the road open in event of emergency as well as to keep the road and sod in good shape.

**Flying Start and Education (Art Edhlund):** Ground School starts Feb 4, 2010. Information will be in the newsletter, on the website and in press releases.

**Newsletter Editor (Tom Gibbons):** Pictures and stories are welcome. Tom does a great job of putting together an interesting newsletter for us but needs our contributions to keep doing that. [Newsletter@eaa54.org](mailto:Newsletter@eaa54.org)

**Membership (John Renwick):** no report

**Publicity (Leif Erickson):** no report

Adjourned at 7:40

Respectfully submitted:  
Bettie Seitzer  
Secretary  
EAA Chapter 54

# Pilots Lounge

**Tailwinds Flying Partnership**, based at Lake Elmo Airport, has new membership openings available. Visit [www.tailwinds21d.org](http://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.



Caleb Boe, one of the Flying Eagles who took advantage of a flight on Saturday, September 12<sup>th</sup>. Has designed and hand built many rockets since he got hooked on the hobby in 2003. His first black powder powered rocket was purchased for \$25.00 at the hobby store in Mendota Heights 6 years ago when he was 11 years old. His Rocketry Hobby "took off" after he joined the NAR, National Association of Rocketry in 2004. He joined MASA, Minnesota Amateurs Space Modelers Association who meet at the Minnesota Science Museum once a month. They do their launches in Nowthen near Elk River. He attracted the attention of Ted Cochran who has mentored him throughout his rocketry activities. Caleb has hand built about 50 rockets some powered by ammonium per chlorate. Many of them are formed around hand made mandrels.

He started earning metals as a "B" division contestant (14 to 18 years old) in 2008 at the NARAM-50 meet in Virginia.

1. First Place Research & Development
2. Second Place 'C' Payload Altitude
3. Third Place 'B' Helicopter Duration

The NARAM-51 Johnstown, PA in 2009.

1. First Place 'A' Streamer Duration
2. Second Place 'D' Dual Egghoff Duration
3. Second Place 1/8'A' Helicopter Duration
4. Third Place 1/2'A' Parachute Duration
5. Third Place Random Altitude

The Capital Cup, NARAM-50, Virginia in 2009

1. First Place 'A' Streamer Duration NAR
2. First Place 'A' Glider Duration NAR
3. First Place 'A' Helicopter Duration NAR
4. First Place 'A' Streamer
5. Third Place 'A' Streamer FAI
6. First Place 'A' Helicopter FAI

Also named Capital City Cup Junior Champion in 2009.

On October 17, 2008 the Fortieth Anniversary of the Apollo 7 mission, Caleb participated in a luncheon in Dallas, TX honoring Walter Cunningham, the only living astronaut from the Apollo 7 mission. He built a special Saturn 1B rocket in 3 weeks as seen in one of the attached photos. In attendance at the luncheon ceremonies were Neil Armstrong, Buzz Aldrin, Bill Anders, Alan Bean and others.

In 2010 Caleb will travel to Irig, Serbia, for the World Space Modeling Championships to be held August 21 to August 28<sup>th</sup>. He made the USA Junior Team, age 18 and under, one of 12 participants to do so. His events will be Gilder Duration & Gyrocopter.

Caleb lives in Cottage Grove and would be glad to attend one of our monthly meetings to conduct a show-and-tell if you so desire.

Submitted by,  
Tom Halfpenny



## **Who's Who in Chapter 54**

*Selected questions answered by it's members*  
*Complied by the Editor*

-Name: Randy Delfel  
-EAA #: 540773  
-Occupation:  
Information Technology (IT) Network Infrastructure Analyst

**-What aircraft are you building?**

Radio controlled airplane (Tecate Biplane)  
<http://image2-6.rcuniverse.com/e1/forum/upfiles/179570/Vs55756.jpg>  
Why? because I can afford to fly it....

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

The "Pushy Galore" - loved that airplane!  
<http://www.airventuremuseum.org/collection/aircraft/Miller-Bohannon%20JM-2%20Pushy%20Galore.asp>  
OR.... provided it flies the Bugatti Racer  
[http://www.eaa.org/news/2009/2009-10-23\\_bugatti.asp](http://www.eaa.org/news/2009/2009-10-23_bugatti.asp)

**-Fun aviation story;**

Never deep stall and spin a Piper PA-38 Tomahawk... Ever... Never.. No.. Bad...  
However, if you do, I now know what it takes to get it to stop spinning while you are still in the air.

**-Who is an inspiration to you in aviation?**

My uncle who is retired from the Air Force (Senior Master Sergeant - I believe )

**-What person/s in aviation would you like to have lunch with? That's easy!! It would be Burt Rutan.**

**-Describe your first airplane ride:**

Was really young... don't remember the commercial flight, so it must have been ok. Now, I do remember my first single engine airplane ride scared the hair off of me. I was maybe 6 or so... Now I love flying, go figure!

**-What is your favorite airplane to fly?**

Progressive Aerodyne's Searey  
<http://www.searey.com/>

**-How long have you been a pilot, and what do you fly?**

Well... Student pilot since 1995, but that is a long story.... As for what I fly, well it really is more like what I can GET to fly.

**-Unique airplanes you've flown/taken a ride in?**

Mostly the usual sorts - Cessna 150's,152's,172's. Piper Warrior's, Tomahawk's, but I guess if I had to go with unique then...

**Rode in?** it would be the EAA Ford Tri-motor

**Flown?** a little known airplane called the PDQ-2 (Wayne Ison design)  
[http://delta.wtr.ru/files/airplane\\_PDQ.pdf](http://delta.wtr.ru/files/airplane_PDQ.pdf)

**-What do like about Chapter 54?**

It is a great group of people who have a passion for flying!

**-How did you get interested in aviation?**

Well, my uncle again... flew when I could with him, plus got to go in the air force simulators which was a blast!

**-What do you hope to accomplish in aviation in your lifetime?**

To grow old and still enjoy flying... nothing grand, nothing big... would be nice to afford it on a different level right now -anyone have an airplane they want to donate to me?



## Young Eagles Report by Dave Becker



We have completed our regularly scheduled 2009 year of flying Young Eagles which ended in October. Our year-to-date total is 178 Young Eagles flown. Many Thanks to all the pilots and ground support people who made this year another safe and successful one. I would like to give a special thanks to Paul Liedl who has worked endlessly behind the scenes as our EAA webmaster and has done a fantastic job in programming our Young Eagles on-line scheduling system, the Young Eagles photo album, and all the other activities a webmaster does.

I am pleased that we have selected two candidates for sponsorship to the EAA Air Academy in Oshkosh next summer. One is a 12 year old boy and the other is a 15 year old girl, both of whom became interested in flying by taking a Young Eagles ride through our EAA Chapter 54 program. Both kids are also currently taking flying lessons at Valters Aviation at Lake Elmo. The parents of each child pays the deposit and we pay the balance for this sponsorship by using Young Eagle credits issued by EAA for each child flown by pilots who have flown 10 or more kids during the previous year and the remainder of the money comes from our bank account. More information can be found at <http://www.youngeagles.org/programs/airacademy>

The EAA Air Academy is an exciting aviation summer camp for young people, and takes place at EAA's Headquarters in Oshkosh, WI. The camp is based in the picturesque Air Academy Lodge which is next to the runway at Pioneer Airport. Every day is filled with aviation activities; working as a team in the flight simulators, learning how aircraft fly, making flying objects of their own, and getting "up close" to over a hundred different airplanes in the EAA Museum. One of the highlights of their week at the EAA Air Academy is an airplane flight.

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](http://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.

I am including a few photos from this year's Young Eagle events.





## TAXI TALK

*{Interesting happenings compiled by the editor}*

### **MERRY CHRISTMAS, Happy Hanukkah and Happy Holidays to all Chapter 54 members!!!**

I hope you all have a wonderful holidays filled with joy and gladness. And, of course, may you find that neat aviation toy under your tree or parked in your hanger.

The month of December is special in many ways to me as it is a wonderful season to reflect on and I do like to celebrate the anniversary of first flight on December 17. I know I sound like a broken record on this but I really do consider what the Wright Brothers did and how they did it as a great accomplishment. It is important to me as an aviation buff and experimental aircraft homebuilder. Reading their story always thrill me in how they accomplished their goals.

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### **A Word of Thanks.....**

.....to our out going president Dale Seitzer for his great work as chapter president. Thanks Dale for all the hard work you did in organizing all the projects and happenings going at our chapter. You really brought the chapter together and accomplished many things during your term. It was nice to see you take control and keep things moving during the meetings and other events. Also, of course good job too to all the other chapter officers who also help out. This chapter has had good leaders and with everyone's help will continue to lead the organization well into the future.

### **Saturday at the clubhouse...**

It is always nice to spend some time at the clubhouse on Saturdays and talk with the members. In case you did not know, the clubhouse is open on Saturdays from around 9:00AM to Noon and members gather to talk airplanes and whatever. It is always fun to hear the stories and talk airplanes so be sure to stop by.

One Saturday was interesting needless to say. We were sitting in the clubhouse and heard, then saw a little bit of the takeoff of an aircraft that had engine trouble. It did not make it and without going thru all the details on who and what kind of aircraft, we all went out to the scene to see what we could do. Long story short, after all the officials had done their job, the members acquired a trailer and before long had that aircraft in its hanger in no time. It was so cool to be a part of that team to help out a fellow aviator. Chapter 54 members came thru again!

While we were waiting for the officials to do their job I saw chapter member Dave Briggs outside his hanger. He invited me inside and I was impressed with his little hanger, He had a Glasair I FT and a Christen Eagle II inside and was working on some inside work to seal off some leaks. I helped him out for awhile and it was fun to talk to him about his hanger. It is a fairly old hanger but he has done some really nice work to make it comfortable. Just the perfect size for my Pulsar when I get it flying.

Anyways, it is always fun to talk to fellow members and see their hangers. Part of the thing I always like to say: ***Get to know the members!***

### **Contact Information for Newsletter Stories**

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## QUOTE OF THE MONTH

**Success four flights Thursday morning all against twenty one mile wind started from Level with engine power alone average speed through air thirty one miles longest 57 seconds inform Press home Christmas.**

*—Orevelle Wright.*

*This first telegram home had two transcription errors.*

*It should have read "59 seconds" and Orville was misspelled.*